ROUTE 66 ROAD RACE CANCELED...

CYCLE NEWS®

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... but Route 66 dirt track is

fit for a King

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TIME DATED WEEKLY NEWS

PLUS:

Carr wins Rapid City Half Mile

Wayne Rainey interview

1999 KTMs

and much more...

Eric Wood (Kaw) won both legs in round four of the Formula USA Series, held at New Hampshire International Speedway in Loudon, New Hampshire, on August 9. Wood beat **Tray Batey** (Suz) and **Michael Barnes** (Yam) in both races to come away from Loudon with a clean sweep. By virtue of his two second-place finishes, Batey takes over the championship points lead from teammate **Grant Lopez**, who finished fourth and 16th in the two races. Batey now leads Wood, 276-264, with Barnes third on 258 points and Lopez fourth with 250. Lopez, meanwhile, has been placed on probation and his results are "subject to further inquiry for unsportsmanlike conduct," according to Formula USA. Lopez was involved in a crash with Steve Grigg and then got into an altercation with a corner worker. In addition to winning both Formula USA races, Wood also came out on top in the 103 Horsepower class and finished second to **Charles Chouinard** (Suz) in the 126 Horsepower class.

Ty Davis (Yam) recorded the overall win in round nine of the AMA/Acerbis National Championship Enduro Series in Divide, Colorado, on August 9. Finishing second to Davis was **Destry Abbott** (Kaw), who was followed by **Michael Lafferty** (KTM), who had already clinched the title, **Doug Blackwell** (Yam) and **Patrick Garrahan** (KTM).

The 1998 AMA Amateur National Motocross Championships at Loretta Lynn's Ranch in Hurricane Mills, Tennessee, came to a conclusion on Saturday, August 8. **Shae Bentley** (Kaw) went 3-1-3 to score the 250cc Pro Sport title, while **Nick Wey** (Kaw) won the 125cc Pro Sport title with a 1-2-2. **Matt Walker** (Kaw) topped the 125cc A class with a 4-1-1, while **Billy Payne** (Kaw) won the 250cc A Stock title with a 1-1-2 score. The only two double class champions were **Bryan McGavran** (Yam), who won the 250cc/Open B Modified and 125cc B Stock classes, and Senior Minicycle rider **Ryan Morais** (Yam), who won both the 85cc (14-15) Stock and Modified classes. **Dag Boyesen** (Suz) won the Junior 25-Plus race. **Billy Whitley** (Suz) won the Vet A (Over 30) title, while **Gene Stull** (Suz) went 1-2-2 in the 85cc (12-13) Stock class to grab his second career AMA title. **James Stewart** dominated the 85cc (9-13) Modifieds for his title, while **Broc Hepler** (Suz) claimed the 85cc (7-11) Stock title. **Jonathan Shimp** (Yam) won the 105cc Superminis with a 1-6-1 count. **Sarah Whitmore** (Suz) won the Women's 85cc-105cc title with a 3-1-1, and **Shelly Kann** (Yam) won the Women's Over 125cc title with a 1-2-1 over **Jessica Patterson** (Kaw). **Joshua Woods** (Kaw) topped the 125cc Schoolboy Stock class, and **Ben Riddle** (Kaw) won in the Modified division.

For the first time this year, someone other than Husaberg's Lance Smail won a round of the AMA/Western Four-Stroke MX Series. In Albany, Oregon, for round seven of the nine-race series, **Dustin Nelson** (Yam) walked away with the overall win after posting a pair of second-place finishes. Smail did, however, win the first moto, but he suffered a mechanical-related DNF in the second moto, putting an end to his win streak. Taking runner-up honors for the day was **Brad Hagseth** (3-3), who was followed by **Robert Naughton**, **Carter Gurnee** and **Greg Schnell**. All of the top five riders were Yamaha-mounted. Smail still maintains a healthy lead in the series with 313, followed by Schnell with 269. Nelson moved into third with 201.

Niall Mackenzie (Yam) won both races in the seventh round of the British Superbike Championship, held at Knockhill in England on August 9. Mackenzie topped **Chris Walker** (Kaw) and **John Reynolds** (Duc) to win the first race, then went out and beat **Steve Hislop** (Yam) and **Troy Bayliss** (Duc) to win the second race. Mackenzie leads Hislop in the championship point standings, 266-235.

According Merrill Vanderslice, AMA Pro Racing's director of professional competition, **Anthony Gobert** won't be allowed to return to action at Pikes Peak Raceway for round 13 of the AMA/MBNA Superbike National Championship now that the Route 66 Raceway round was canceled. Gobert's suspension for failing an AMA-issued drug test was for three races - Mid-Ohio, Brainerd and Route 66 - but with Route 66 being canceled on Friday, August 7, the nonrace won't count toward Gobert's suspension and he won't be eligible to ride until the final round of the series at Las Vegas Motor Speedway, October 2-4. "No, that event won't count toward his suspension," Vanderslice said on Monday, August 10. "It wasn't a race. That was a nonrace, so he'll have to sit out Pikes Peak."

With Gobert being forced to sit out Pikes Peak, that will give **Jason Pridmore** another opportunity to ride the Vance & Hines Ducati in the AMA/MBNA Superbike National, September 4-6. Pridmore finished fourth on the bike in his debut with the team at Brainerd International Raceway on August 2.

Yoshimura Suzuki's **Mat Mladin** and American Honda's **Ben Bostrom** will participate in a Dunlop tire test at Daytona International Speedway, August 13-15. "It's just a chance to get some stuff done prior to the December test," Dunlop tire technician Jim Allen said. **Doug Chandler** was also scheduled to participate, but instead will take the time to further mend his injuries.

Yoshimura Suzuki's **Aaron Yates** was scheduled to test the Suzuki RGV-500 at Ryuyo, the factory's test track in Japan, but he was reluctant to do so because of the configuration of the circuit. Ryuyo is a proper test track with various surface irregularities used to test suspension. The bumps can often be avoided, but it still isn't the ideal place to test a 500cc Grand Prix bike for the first time. "There's supposed to be an opportunity for me to ride a 500," Yates said. "It's in my contract. What I've gathered from everyone is that that is not the place. I really want to ride one to see what it's like. I want to ride at a real race track." The Georgian had been scheduled to test the 500 at Jarama, outside of Madrid, Spain, earlier this year. Then he broke his arm in a motocross incident and the test was scotched. He also said that the team didn't have plans to do any further testing on the European continent and that the next opportunity to ride the bike would be at the winter tests in Australia.

A recovery fund has been set up for injured motocrosser **Sean Kelley**. Kelley crashed at a motocross track in Las Vegas, Nevada, which resulted in three broken vertebrae in his neck. He is currently paralyzed from the neck down. If you would like to make a donation, you can send a check payable to: Sean Kelley Recovery Fund, 279 Clippership St., Henderson, NV, 89014. For more information, call Jeff at 714/921-2261, or Debbie at 702/436-5640.

CMXR has announced its **1998 Summer/Fall Motocross Series**. The six-race series - with all rounds being held at Carlsbad Raceway in Carlsbad, California - will begin on August 15 and will conclude on October 17. For more information, call 888/550-MOTO.

Montclair Yamaha/Ty Davis Racing is looking for pit-service volunteers for the upcoming Las Vegas-to-Reno off-road race, October 2-3. For more information, call 877/TY-DAVIS.

According to a press release from the team, **Team Stiffie/Westwood** plans to field a five-man team for 1999. Riders or interested sponsors can contact Westwood at 818/908-1140. The team is also accepting resumes for mechanics and team management personnel.

Bob Price will teach a motorcycle repair course at **L.A. Trade Tech**, beginning on August 18. The class will be held on Monday and Wednesday evenings from 6:30 to 9:30 p.m. For more information, call 213/744-9070.

Eddie Mulder will not be promoting the Vintage National TT in Castlerock, Washington, on September 4, according to Mulder. The former dirt tracker will, however, be co-promoting the **Cal-Expo Vintage Mile** in Sacramento, California, on September 27 with Gene Romero.

Crump reigns at British Speedway GP

Aussie ace Jason Crump was handed the perfect birthday present with a superb win in the British Grand Prix at Coventry's Brandon Stadium on August 7.

Crump, son of former Australian international rider Phil Crump, was born in England during his father's British League career and it was ironic that he should win this round, as it came just a day after his 23rd birthday - which he could hardly celebrate, as he was preparing for the meeting. But the celebration just came a day late, as Crump outran Sweden's Jimmy Nilsen, Poland's Tomasz Gollob and fellow Aussie Ryan Sullivan in the final.

World Championship leader Tony Rickardsson went out in heat 20, which meant he failed to get to the semi-finals, and with fellow Swede Nilsen qualifying for the final - despite suffering a broken collarbone two weeks ago - the gap is now down to 10 points on the leaderboard. Rickardsson leads Nilsen in the series standings, 76-66, all but ensuring that the next World Champion will be from Sweden.

As for Team Exide's American duo of Greg Hancock and Billy Hamill, the pair was widely expected to figure in the final on a Coventry track they know so well, as they both race for Coventry in the British Elite League. But both had to settle for a place in the consolation final. Now, Hamill, who carries America's brightest hopes for another World title, sits fourth in the series standings, behind Poland's Gollob, with 56 points. Defending World Champion Hancock is down in the eighth spot, with 45 points.

John Hipkiss

Dave Coombs, 1941-1998

The hundreds of riders who attended this year's AMA Amateur National Motocross Championships at Loretta Lynn's Ranch in Hurricane Mills, Tennessee, were greeted with the sad news of the passing of the event's founder, Dave Coombs. Following a bout with leukemia, Coombs passed away on Monday, October 3, in his hometown of Morgantown, West Virginia. He was 51.

As the head of Racer Productions, Coombs founded the AMA National Championship Hare Scrambles Series in 1978, as well as the AMA Grand National Cross Country Series, which evolved from the National Hare Scrambles Series and is now considered one of the most prestigious off-road series in the United States.

He was also the head of the newly formed National Promoters Group, which in its first year put together the biggest rider point fund in motocross history.

Coombs and Racer Productions also promoted two rounds on the AMA/Mazda Truck National Championship 125/250cc MX Series circuit at High Point Raceway in Mount Morris, Pennsylvania, and at Steel City Raceway in Delmont, Pennsylvania. He also organized two rounds of the AMA Grand National Championship Series for Quadcycles, and he was also a local race promoter, with numerous events in AMA District 5, and he was instrumental in the growth of the National Dual-Sport Series.

Coombs will perhaps be remembered most for producing one of the most famous off-road races in the United States - the Blackwater 100.

Coombs still rode the Senior class in many of his own motocross and cross country races. He was born and raised in Morgantown, West Virginia, and lived there his entire life.

He is survived by his wife, Rita, his daughter Carrie and his two sons, Tim and Davey. He also has two grandsons who are getting ready to start racing the Pee Wee classes. He will be missed.

What about the championship?

The cancellation of the Joliet, Illinois, round (see page 8) from the AMA road race schedule has a profound effect on the various championships because the available pool of points is now diminished by one third. In all classes but Superbike, there are now 74 points available - 36 for a win and an extra point for leading the most laps. The Superbike class has an extra point per race for the rider who earns pole position in qualifying.

The cancellation of the Superbike race probably hurt the chances of American Honda's Ben Bostrom more than anyone, which is why he was one of the few who wanted to race. With Muzzy Kawasaki's Doug Chandler still hobbled by his crashes at Laguna Seca and Mid-Ohio, and the Joliet track being tight, twisty and physically demanding, Bostrom would likely have moved into the championship lead. Instead he cools his heels, trailing Chandler by two points, until the next race - which will be the beginning of a two-round championship - at Pikes Peak and the season-ender at Las Vegas, where Chandler has excelled. The numbers say that the top seven riders all have a mathematical possibility to win the class, but Yoshimura Suzuki's Mat Mladin, 36 points adrift, is the only other rider who has a reasonable chance.

If the cancellation helped Chandler in the Superbike class, it certainly hurt him in the 600cc Supersport Series. He now trails Yoshimura Suzuki's Steve Crevier by 18 points. It's not inconceivable that he could make a run at Crevier, especially given the competitiveness of the class, but if Crevier wins the title, it will likely guarantee him employment for next year, which is powerful motivation. American Honda's Ben Bostrom is eight points behind Chandler, who is still mathematically within striking distance, as is his younger brother Eric, who is 40 points behind at 278.

Eric Bostrom will almost assuredly clinch the Pirelli Formula Xtreme title at Pikes Peak. He holds a 40-point lead, 296-256, over Erion Racing teammate Tripp Nobles and needs to leave Pikes Peak with 37 in hand. With the exception of a mechanical DNF at Laguna Seca, Bostrom has won every race. To clinch, he only has to give away three points to Nobles.

The rider with the biggest cushion is Performance Machine's Roland Sands. The Elf Race Fuels/Lubricants 250cc Grand Prix Championship leader has a 47-point cushion on Erion Racing's Kurtis Roberts. If Roberts wins at Pikes Peak and leads the most laps, Sands need only finish fourth or better to take his first championship. World Sports Imports' Chuck Sorensen, who won the most recent round at Brainerd, is only a point behind Roberts and is the only other rider with a crack at the crown.

The closest race is in the Progressive Insurance Pro Thunder class. Orange County Triumph's Paul Harrell leads with 303 points, 11 better than Tilley's H-D/Buell's Shawn Higbee and 15 more than teammate Curtis Adams. These three have dominated the series and any one of them could come away with the crown. Since Harrell has only won one race, having one less round won't hurt him.

1-800-CYCLEGEAR'S Steve Rapp and Barnett Tool & Engineering's Richard Alexander Jr. are likely going to be the two slugging it out for the Teamline 750cc Supersport Championship. Rapp has a 12-point edge, 295-283, with Hooters Restaurants' Mario DuHamel tied with Ricci Racing's James Randolph in third with 244, 51 points back, but not out of it. This one's a tossup and probably won't be decided until the flag falls on a Saturday afternoon in Las Vegas.

Some crucial information was missing from an advertisement in *Cycle News* (Issue #30, page 41) for the **Hall of Fame Logo Auction**. The missing information was from the address for auction information. The address is as follows: Hall of Fame Logo Auction, P.O. Box 313, Bishop, GA 30621.

The **Texas Vintage Racing Club** will celebrate its 10th anniversary on September 20 and will run a vintage-only race at the Burleson Motocross Park in Burleson, Texas. The event will feature a special race for the original 14 TVRC riders. For more information, call 817/581-1682.

Daniel's Ridge MX Park recently held a benefit race for **Jamie Nicholson**, 21, a B-class motocrosser who suffered a broken back and severed spinal cord in a play-riding accident in June. The event raised more than $6500 for Nicholson, who is paralyzed from the chest down.

AMA/Prostar drag racer **Jim Shifflett** suffered a broken neck after diving into a swimming pool recently. Shifflett will be out of work for some six months and Prostar is seeking support for the Super Comp racer. Donations can be sent to the Jim Shifflett Recovery Fund, 14819 Bryan Court, Woodbridge, VA 22193. For more information, call 205/852-1101.

The first-ever **West Coast Motorcycle Demolition Derby** will be held at the Orange County Fairgrounds in Costa Mesa, California, on August 15, during intermission for the Costa Mesa Speedway. "Ten brave men with motorcycles and baseball bats will brawl for the regulation 10-minute period, with the last man standing being proclaimed as the Demolition Derby King, and collecting the incredible art-deco Demolition Derby trophy," a press release touting the event states. For more information, call 949/492-9933.

According to Mike Young Sr. of Mycomm Productions, entries are still available for the August 15-16 Old Highway 40 Days Motorcycle Extravaganza at the Donner Ranch area near Donner Lake, California. Post entries will also be accepted. For more information, call 530-365-1979.

John Genise, of John's Cycle Sales in Woodside, Queens, New York, is recovering well following diabetes-related surgery. Genise has been left with limited use of his legs but is making excellent progress through therapy. Genise was for many years the AMA Pro referee in the New York area and is well-remembered for being the referee at the Middletown New York Half Mile Dirt Track Championships in the 1970s.

The series finale of the West Coast Flat Track Series, scheduled for Bakersfield Speedway on Saturday, August 24, will feature a $1500 bonus race - the **Rod Lake Dash For Cash Race**. The race will feature the heat-race winners from the 600cc Expert, 600cc Pro Sport/Amateur and 750cc Modern Vintage classes. The riders will be handicapped as per their heat-race times with the exception of the 750cc riders. All riders will be paid, with first place earning $420. For more information, call 714/529-6054.

OPENED: Renegade Racing's home page on the World Wide Web. The site can be found at the following address: http://www.renegaderacing.com.

RESCHEDULED: The AMA/WML Ladies International Cup MX Championships, to Friday, August 29, at Broome-Tioga in Binghampton, New York. For more information, call 949/837-2206.

HIRED: Sarah Schilke, as western advertising manager for American Motorcyclist Magazine, replacing Beth Shaw, effective immediately.

BORN: Seth Daniel Roberts, to former road racer and current Dunlop tire tester Danny Roberts and his wife, Lizzy, on July 26 in Huntsville, Alabama.

AUTOGRAPH SIGNING: At Gisonia Cycle Center in Allison Park, Pennsylvania, on September 5 from 12 p.m. to 1 p.m. Members of Team Suzuki Motocross are scheduled to appear. For more information, call 412/487-2803

CANCELED: The August 23 AMP/GFI Motocross, scheduled for the Hollister Hills GP track in Hollister, California, due to a scheduling conflict. The race will be held on August 30 at the same track. For more information, call 209/656-9682 CN

Smets clinches 500cc Motocross title

Husaberg's Joel Smets clinched his third World Championship 500cc MX Series title with a 1-1 showing at the Dutch Grand Prix in Rhenen, Holland, August 8. With one round left in the 500cc series, the Belgian has an insurmountable points lead over 1996 champ Darryl King, 367-308.

At the Dutch GP, Team Yamaha's Peter Johansson finished second to Smets in the first moto, but a couple of crashes in the second moto led to his early departure from the race. Taking runner-up honors for the day was King, who rode his factory-backed Husqvarna to 3-2 placings. Third overall went to Honda rider Rob Herring, who posted 6-4 moto finishes. KTM's James Marsh and Honda's Gert-Jan Van Doorn rounded out the top five overall.

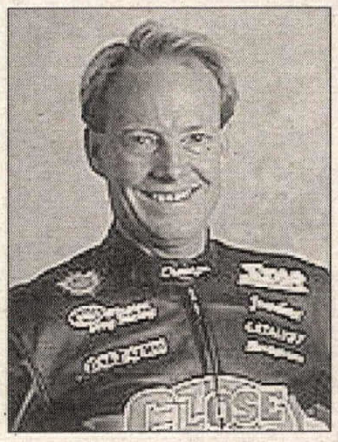
The race for the World Championship 250cc MX title got a little closer following the GP of Germany in Teutschenthal, August 9. Defending Champion Stefan Everts won both motos and gained ground on series leader Sebastien Tortelli, who finished second in both motos. Kawasaki's Tortelli now leads Honda's Everts by just four points, 421-417, with three races remaining on the calendar.

Third overall in Germany was Honda's Frederic Bolley, who crossed the finish line in third in both motos. Fourth was Suzuki's Marnicq Bervoets (4-5), while fifth went to American Tallon Vohland. Vohland went 6-4 and is currently sixth in the series point standings with 201.

Yamaha's David Vuillemin won the World Championship 125cc MX Series round in Chateau du Loir, France, August 9. Vuillemin, however, gained only a few points on series leader Alessio Chiodi. Vuillemin won the first moto over Yamaha's Claudio Federici, Honda's Luigi Seguy, TM's Alessandro Puzar, and Chiodi, but Chiodi came back to win the second moto over Vuillemin and Yamaha riders Erick Camerlengo, Carl Nunn and Federici.

Vuillemin gained six points on Chiodi on the day but still trails the Husqvarna rider by 19 points (305-286) with one round left to go. Third in the series is Puzar with 247.

John Myers, 1958-1998



The motorcycle drag-racing community is mourning the loss of John Myers, 40, of Birmingham, Alabama, who died from injuries received in a non-racing-related motorcycle accident.

Myers was reportedly riding on an Alabama highway with friend and fellow drag racer Steve Johnson when he lost control of his motorcycle, struck a guardrail and tumbled down an embankment. Apparently having suffered little more than a broken arm, Myers climbed back to the highway to await an ambulance and was subsequently airlifted to a nearby hospital. But Myers died of massive internal injuries en route to the hospital.

A 10-year veteran of Pro Stock motorcycle racing, Myers was the second-winningest motorcycle racer in NHRA Pro Stock Motorcycle history, having scored 33 NHRA national event wins and three NHRA Winston Drag Racing championships. Myers also earned three national titles with the AMA/Prostar motorcycle sanctioning body. Myers is also credited as being the first rider ever to break the 7.50-second barrier aboard a Pro Stock motorcycle.

Myers is survived by his wife, Kerry, and a two-year-old daughter, Christina. Memorial services are scheduled for Thursday, August 13, at the National Motorsports Hall of Fame on the grounds of the Talladega Superspeedway in Talladega, Alabama. A memorial fund has also been established. Checks can be made out to: John Myers Memorial Fund, South Trust Bank, P.O. Box 2554, Birminhgham, AL 35290.

EURO FILE
BY ALAN CATHCART

Harley-Davidson to buy KTM

It may at first sight seem the most unlikely of motorcycling marriages, but Harley-Davidson and KTM are talking about tying the knot. A management team from the American giant is understood to have visited Europe recently for talks, spending time looking over KTM's Mattighofen factory, as well as touring part of the company's distribution network. Some hard negotiation on price is reportedly taking place, with a view to announcing a potential takeover at the Munich Show opening on September 15, when KTM will have a major display featuring several new models.

The flourishing Austrian off-road manufacturer has made a miracle comeback from its late-'91 bankruptcy, when in an early preview of the TPG takeover of Ducati, Swiss venture capitalists Exantra linked with a group of KTM importers from different countries to restructure the company and set it on the road to its present success. From 5600 bikes in 1992, KTM production has increased to 26,000 for the 1998 model year, yielding a 27-percent increase in turnover to $121 million compared to '97, with pretax profits up to $12.7 million.

At a July 1 board meeting, KTM management voted to invest $15 million in the construction of a new factory alongside the present one, scheduled for completion in July 1999 with a view not only to expanding production to an eventual 40,000 bikes a year, but also to doubling capacity at the firm's in-house R&D department. The substantial investment needed to develop new models like the Duke street-rod and the new four-stroke competition range (see item below), as well as improve manufacturing quality and underscore the company's revival by winning the World Open-class MX title, was largely offset by KTM's partial stock flotation two years ago, which was heavily oversubscribed. Now, with the shares trading at an increased premium on the Vienna stock market in the wake of the rumors linking the company with Harley-Davidson, the time appears to be ripe for Exantra and its fellow partners in KTM's comeback to cash in their chips.

Previous speculation had linked BMW, as well as Italian companies Aprilia and Ducati - none of which presently has an off-road range of products - with a KTM takeover, and it's known that Ducati owners TPG have indeed explored adding the Austrian company to its two-wheeled portfolio.

But it's TPG's fellow Americans Harley-Davidson who seem poised to scoop the undoubted prize that KTM represents, with its clean balance sheet, sector-leading status, volume growth and exciting new models. The Austrian company holds several areas of appeal for the U.S. giant, and not only the obvious one that buying it would give H-D dealers an off-road range of bikes to sell. Harley management is also understood to want to explore a way of restructuring the company's European distribution by using KTM's importers, as well as of positioning its Buell subsidiary better in the marketplace and facilitating its entry into the competition arena.

It seems doubtful a KTM off-road connection could help much here - but acquiring KTM would also deliver to Harley its own suspension manufacturer, in the form of Dutch-based WP, which, together with specialist Swedish off-road manufacturer Husaberg, makes up the KTM Group. The fact that Buell already uses WP equipment on its sportbikes would tie in neatly, too.

However, the main reason for the projected link is a less obvious one. A substantial element of profitability for Harley - which this spring announced record first-quarter sales and earnings, with the company's shares rising 30 percent in value so far in 1998 - are its military-supply contracts, using purchased Rotax single-cylinder engines to equip machines sold not only to the U.S. Army but to other NATO allies as well, including Britain. Acquiring KTM would not only bring engine supply for Harley's military line in-house via the existing, well-proven SOHC LC4 motor (as well as provide the basis for a demon H-D

KTM revamps four-strokes

Whatever happens in its hunt to get hitched, expect KTM to launch an exciting array of new four-stroke off-roaders at Munich, primarily as a response to Yamaha's YZ/WR400 and the expected new four-stroke range from Honda.

But, having revamped its entire two-stroke range in little more than a year, KTM is now doing the same with its four-strokes, starting with the existing LC4 motor. This will henceforth be used only in street bikes and rally enduro models, but though it is still produced in both 400cc and 620cc guises, it will now be fitted with the DOHC cylinder head KTM has had under development for the past year.

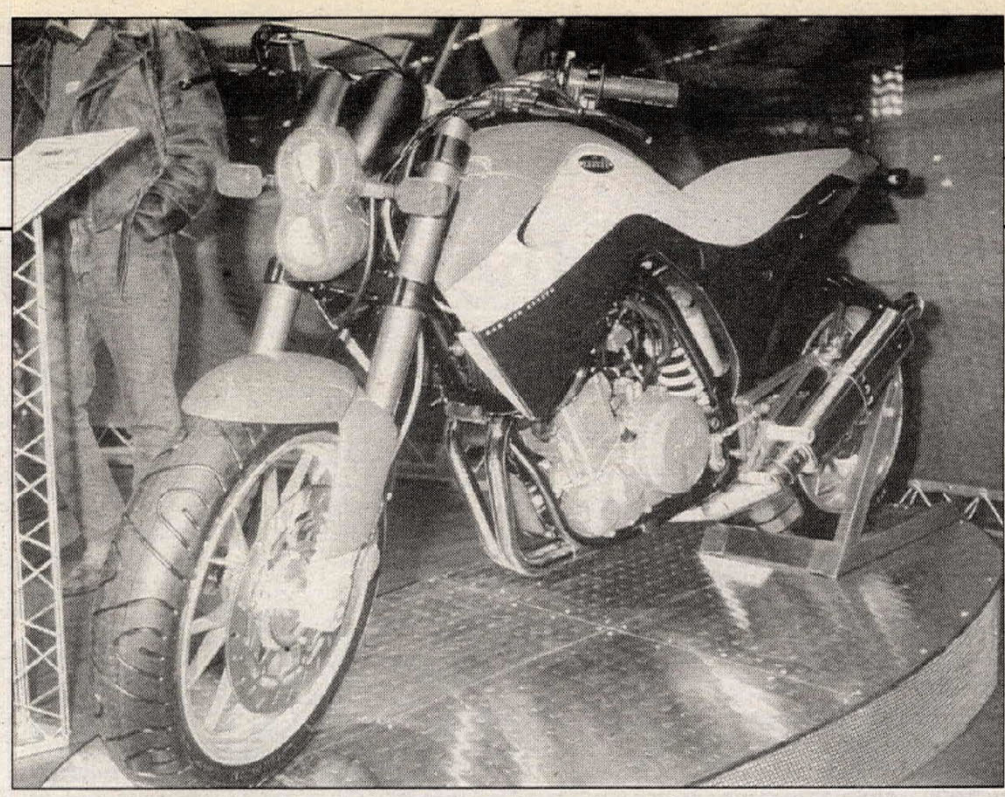
Due to be launched at Munich with this revised engine is a replacement for the good-selling Duke street-rod, likely to be known as the Unit. This was the name of one of the pair of prototype street singles designed by the Duke's creator, Gerard Kiske, which appeared at the 1996 Cologne Show, and though the new Unit is reportedly quite different from that in appearance, it does apparently follow its lead in being more of a roadster than the hard-nosed Duke, even if it is unmistakably still a fun-bike.

However, for Motocross and hard enduro competition, KTM will be revealing at Munich the first of a series of bikes ranging from 360 to 600cc in capacity, powered by its all-new ultralightweight (13.2 pounds less than the existing SOHC LC4) four-stroke engine design, which is presently being tested by development rider Kurt Nicoll, now retired from World 500cc MX racing.

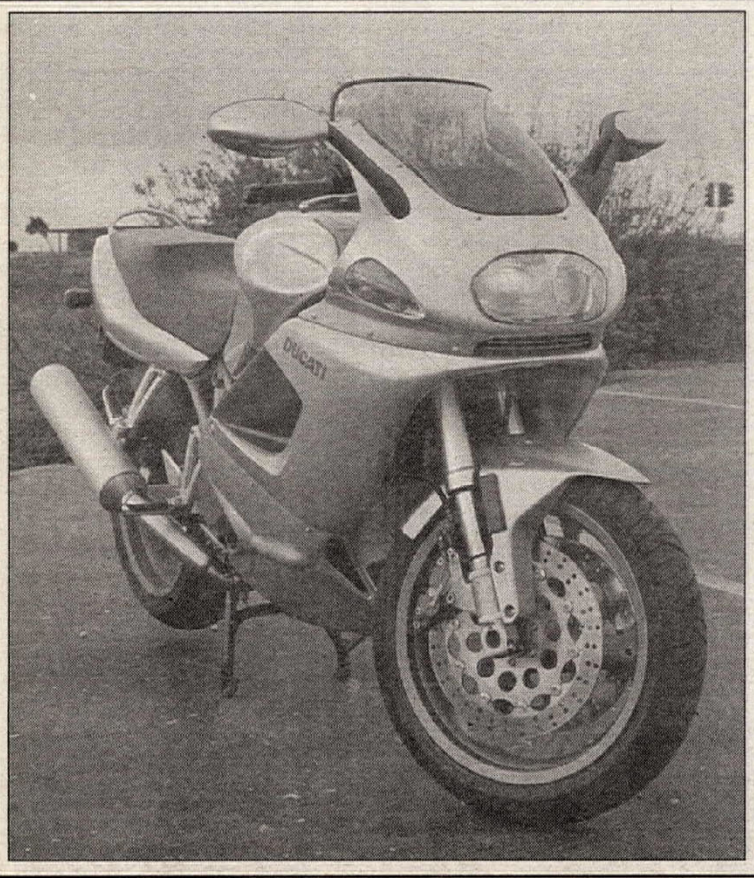
The new SOHC four-valve liquid-cooled engine is so compact that in 510cc prototype form it fits straight into an SX250 two-stroke chassis, yet even fitted with electric start as standard, the complete bike weighs just 253 pounds - 4.4 pounds less than the 250cc two-stroke. Though scheduled to be raced by a full KTM factory team in the '99 World 500cc Motocross series, the new-generation production four-strokes aren't expected to hit the shops until early in 2000, when they'll be fitted with the same PDS direct-action rear suspension as the current two-strokes - but no Honda CR-type alloy frame. KTM says it plans to stick with its steel chassis, which it claims steers better.

Also under development, but not yet ready to be shown in public even in prototype form, is KTM's 60-degree V-twin LC8 project - still under development in fuel-injected eight-valve form, with a target competition debut scheduled for the January 2000 Paris-Dakar race, before a range of customer versions are launched at the Munich Show later that year, in both hard enduro and street enduro guises. Though ideas for a range of full-tarmac LC8 sportbikes have now been abandoned, thanks to the growing number of V-twin motorcycles from around the world, a V-twin Unit LC8 is penciled in for the 2001 model year. However, after the problems encountered in obtaining exclusive use of the Folan V-twin engine design, KTM has jettisoned the work invested on this and left it for the Swedish Highland company to adopt.

The Austrians now have their own ultracompact V-twin motor under development, but fitted with a counter-balancer as well as a proper lubrication system and electric start, so it is more suitable for eventual street use than the Swedish engine.



The Unit (yes, Unit) is one of KTM's new four-stroke models on the way in the near future. Also expected is a YZ400 rival with DOHC, and an eight-valve V-twin.



ST4 ready to go

The sport-tourer market is about to get a little crowded, for alongside the existing VFR800 Honda (which sets the benchmark for the class), BMW's new R1100S and the Daytona-derived Triumph T695 scheduled to make its debut at the Munich Show in September, comes another new Euro-entry set to share star billing in Germany in the all-arounder category: the Ducati ST4.

Contrary to previous management assurance, Ducati is indeed set to launch the uprated version of the *desmodue* ST2 it has had under development for the past two years.

The new bike, to be shown at Munich, is powered by the 916 *otto valvole* engine in revised form, including alternative mapping for the Weber/Marelli EFI. Chassis and styling are unchanged from the ST2, except for the charcoal-colored vent in the side of the fairing which distinguishes the ST4 from the two-valver.

The new model entered production before the Bologna factory closed for the August holidays, ensuring a healthy stock of bikes for dealers around the world soon after the bike makes its debut. But with the VFR800's engine in turn also derived from Honda's World title-winning RC45 Superbike engine, the debut of the ST4 means that the race-track confrontation between World Superbike's two leading marques will be continued in the showroom, too, via these two very different spinoff models!

Ducati's ST2, shown, is set to be joined by the ST4, and sooner than we thought. Expect the four-valve-per-cylinder sport tourer to make its debut at Munich this September.

short-track racer!), it would also allow at least part of the production to be built in Europe, with the potential for sales to other NATO forces. The profits from military sales are a powerful incentive to get hitched.

KTM chairman Stefan Pierer and his board have repeatedly stressed the need for a global partner to combat the market supremacy of the Japanese big four. Linking with Harley to achieve that would create a marriage of opposites that might well be a happy one. Look out for an announcement - one way or the other - at Munich on September 15.

Aprilia comes to America

The RSV1000SP's debut will coincide nicely with Aprilia's long-awaited entry into the U.S. market, scheduled for January 1999, when the company's own operation in Atlanta, Georgia, will swing into action.

Aprilia USA plans to focus initially of course on the RSV1000, as well as the Pegaso five-valve street single and the RS250 two-stroke sportbike, which - though it can't be legalized for street use here - Aprilia hopes to market as the basis of regional one-make race series, as well as for track day use by American customers.

But the company's biggest gamble will come if it makes good on plans to succeed where others have failed, and make scooters stylish in the U.S. of A. Aprilia's intention is to target college campuses, initially in the Sun Belt, marketing the big-wheel Scarabeo 50cc scooter that's become an institutionalized feature of Italian urban traffic as a means of chic yet practical personal transportation. Good luck, *amici* - it's a great idea, but you may need it!

Superbike for two

Meanwhile, back at the Munich Show, also joining Ducati's new-model lineup there is the 996 Biposto, as a volume production one-liter version of the superbike, compared to the much more expensive (and more performing!) 996SPS homologation special, which will continue to be offered in limited quantities - though as yet there's no confirmation whether Ducati plans to reveal the restyled, more aerodynamic 916 bodywork they've been working on in the Ferrari wind tunnel, in order to homologate it on the limited-edition SPS in an effort to redress Honda's top-speed advantage in the '99 season.

However, it's also expected that the 750SS version of the new Terblanche-designed 900 Supersport will also make its debut at Munich, though whether the half-faired *desmodue* will also be launched there is still unconfirmed.

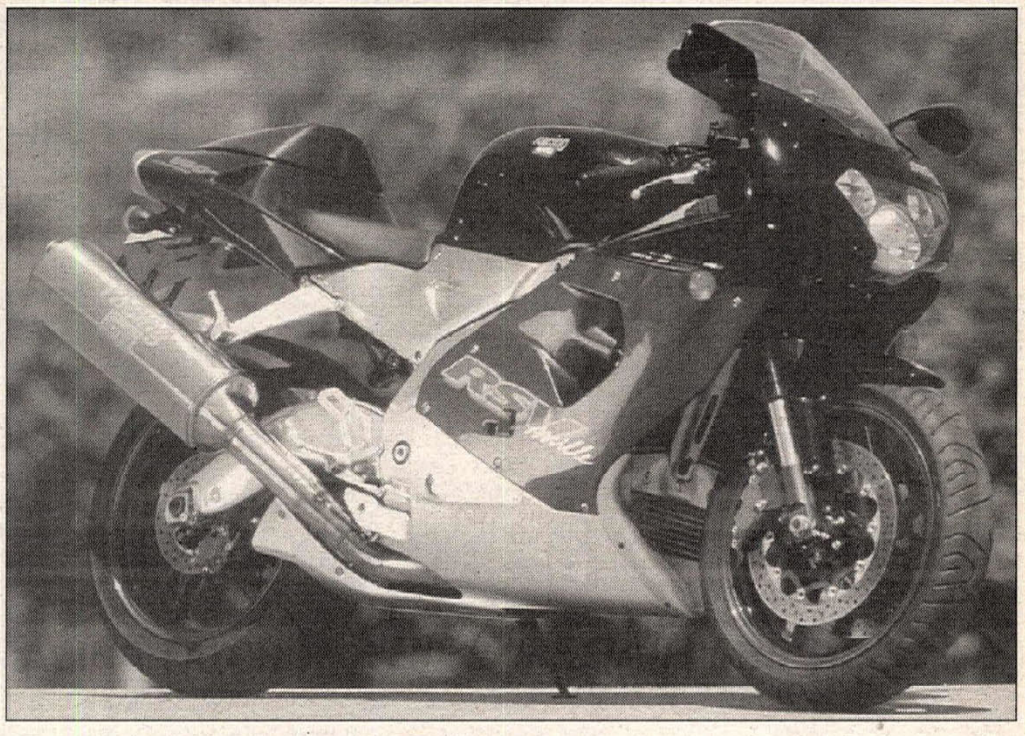
Aprilia RSV1000 SP

Not yet contesting the sport-touring class is Aprilia - but after the positive reaction from the world's press to its new RSV1000 superbike, senior management of the Italian company has dropped some pretty broad hints that the next all-new model they plan to launch in the projected family of bikes powered by the Mille's 60-degree V-twin engine will be the sport-touring version.

This would be closely based on the sportbike already launched, but with new styling incorporating even more protective bodywork with a taller screen, a more comfortable dual seat, and built-in luggage, as well as a revamped engine with remapped Nippondenso EFI.

So - an Aprilia challenger to the VFR800 and ST4, developed on the same basis as its two superbike-derived class rivals.

Expect this to be launched at the Milan Show in September '99 - but before that, Aprilia has confirmed it'll be debuting an SP version of the RSV1000 at the end of this year (most probably at the Bologna Show in December), with increased performance that will make the more focused sportbike a potent threat for the street supremacy currently enjoyed by the 996SPS Ducati and R1 Yamaha.



After the warm reception the RSV1000 received at its riding debut in Spain, Aprilia has hinted strongly that it will be producing a sport-touring version of its superbike. Also, an SP version of the RSV is on its way.

Guzzi says "Ouch!"

It hurts when you lose any longtime customer, especially when it's to foreign competition. Imagine, therefore, how Moto Guzzi management felt when they lost an order for 80 new bikes for the Italian police force to - BMW!

Instead of the venerable push-rod V-twin shafties or long-stroke singles made in Mandello that the Carabinieri have been equipped with since time immemorial, an order worth $780,000 for a fleet of R850RT Boxer twins has been confirmed by the Italian government, sweeping aside Guzzi's frantic appeals to buy locally built bikes. A page is turned....

DKWs in Audi museum

The tortuous history of DKW motorcycles was punctuated by World War II, which resulted in the German marque's Zschopau factory ending up on the wrong side of the Iron Curtain, and being renamed MZ (and now, after the reunification of the DDR and West Germany, MuZ). But as one of the four companies represented in the four roundels of the Audi car badge, DKW survived more or less intact in the West after the war, and built a series of two-stroke cars and especially innovative three-cylinder GP bikes in the 1950s before the marque was subsumed into the Audi brand for good in the early '60s.

Before the war, DKW had been the leader of the two-stroke revolution, with its raucous, supercharged split-singles producing awesome performance by the standards of the era, en route to a series of GP victories in both 250 and 350cc classes. Even seeing, let alone hearing, a blown "Deek" in the metal is a motorcycling milestone for any connoisseur of bike history - making the acquisition by the Audi factory museum in Ingolstadt (which is open to the public) of seven pre- and postwar DKW works racers in perfectly restored condition from a private collector - who took an average of three years to restore each one - all the more significant. The bikes are now on display alongside the 70 other DKW road bikes and dozens of Auto-Union (Audi, Horch, Wanderer and DKW) cars in the museum, and cover the years 1939-1954 in a memorable display of early two-stroke technology. Worth visiting, if you're in Germany for any reason!

Go, Grossmutter, go!

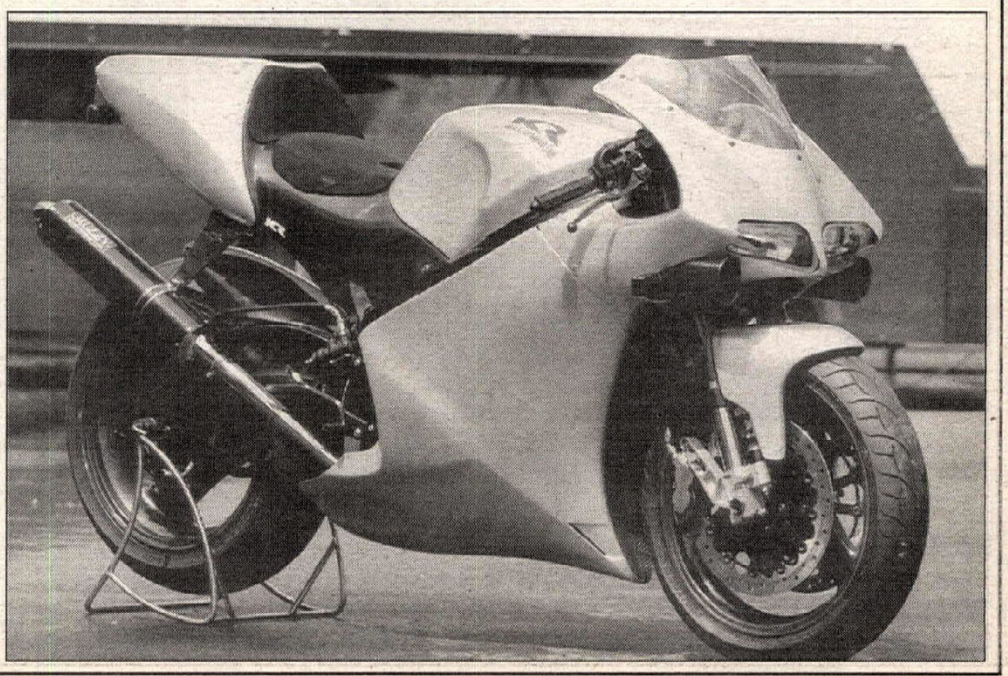
While there, you may remark on the growing number of lady bikers you see on the roads of Germany - but, even so, you may not be prepared for this earth-shattering statistic published recently by the local motoring magazine Ace. It seems that 51 women over the age of 80 became motorcycle owners in Germany so far in 1998, making the over-80 age group the nation's fastest-growing band of motorcyclists in percentage terms. Just thought you should know that. CN

Modenas for the road

Already making its debut in Germany, but at the Sachsenring GP in July, was an early prototype of the Modenas road bike which, as revealed in "Euro File" earlier this year, Kenny Roberts' GP team is working with its Banbury neighbors Pro-drive to develop and bring to market early in the next millennium. Hence the name of the Modenas Millennium which was displayed in the team's hospitality area before being presented as a gift to the head of the Malaysian firm which sponsors the team.

He should have no trouble riding it through Kuala Lumpur gridlock in the Malaysian rush hour, though - for the simple reason that, behind the 916 Ducati-esque headlamps and frontal styling, slotted into a rolling chassis identical to the KR3 GP racer's, was not a detuned three-cylinder 500cc two-stroke GP engine but a Suzuki DR650 four-stroke single-cylinder motor!

Still, not only did the Millennium's debut underline that the Modenas would make a great-looking street bike, it also brought the team good luck, with Kenny Roberts Jr. winding up second on the grid for the 500cc German GP and sixth in the race, one place ahead of teammate Ralf Waldmann on a track that suited the unique three-cylinder bikes. And that was before the imminent debut of the team's new engine, complete with balance shaft, which is hoped to give them a decisive step up in performance.



A possible version of a Modenas street model made its debut at the German Grand Prix in July. The bike uses the racer's frame, but was fitted with the DR650's dual-sport engine.

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VOICES
LETTERS TO THE EDITOR

King Kenny

Having just finished reading Henny Ray Abrams' interview with Kenny Roberts (Issue #30, August 5), all I can say is... "Earth to Kenny; earth to Kenny; come in Kenny."

Doug Zielke
Coquitlam, BC, Canada

Wanting 80s

There needs to be another class at the AMA Motocross Nationals and I think that 80cc Modifieds piloted by the hottest 14-to 16-year-olds would fit the bill.

Give them 15- or 20-minute motos, plus one lap. Of course, this would have to be kept a regional thing for them (within 500 miles from home) - and has no possibility of a National Championship.

My argument is simple. I believe that you have to admit the 125cc class is loaded with Pros like Steve Lamson and John Dowd. I believe that any rider who rides a 250 in Supercross is pretty much a professional. So the true Amateur, up-and-coming rider, could be showcased in this 80cc class. Think about it.

Ted Decker
Deckert@surfsouth.com

Dave Coombs

On August 3, motorcycle racing lost one of its good guys in Dave Coombs. Founder of the High Point and Steel City MX Nationals, the GNCC Series and the Loretta Lynn's Amateur National program, just to name a few, Dave was a promoter in the truest sense of the word. Along with his wife Rita, he promoted not just races, but the sport as a whole. He was driven by his love of racing and his dreams for its future.

Dave's last mission was to form a unified group of the 12 outdoor National Motocross tracks. The group's purpose would be to provide a common set of goals, standards and sponsors for the outdoor series. For 25 years this task seemed impossible, but Dave made it happen. In one short year, his brainchild, the NPG (National Promoters Group), has produced a $200,000 rider series point fund and landmark improvements in the outdoor Nationals.

The Coombs family will carry on with the work of running quality, innovative races. The NPG will strive to reach the goals Dave set for it. His vision and guidance will be sorely missed, but his impact on the sport will live forever. Godspeed, Dave.

Amy Ritchie
Buchanan, MI

Ritchie is the secretary for the National Promoters Group. For more information on Coombs, see this week's In the Wind section... Editor.

The AMA on Gobert

I've read all the letters concerning Anthony Gobert, and it appears there are a lot of fans who still believe the false statement made in Anthony Gobert's July 12 press release, where he claimed that the first results of the AMA drug screening were negative - and that some sort of out-of-the-ordinary, ultra-sensitive testing method was employed. I understand that you could not print the entire 18-page document we issued which refuted Gobert's false claims and misrepresentations, but we believe the fans are entitled to the truth surrounding the issue. We would appreciate it if you could print the following segment of the July 22 AMA Pro Racing statement.

The following statement, taken directly from Gobert's release dated July 18, claims that the preliminary analysis of the AMA Pro Racing-administered drug screening was negative.

"A few hours later, Gobert therefore submitted to the AMA's urine test, the preliminary result of which was negative. Later, a positive result was obtained after the specimen was run through a second, ultra-sensitive screening process known as GS-MS. This testing method can detect residual drug traces to a billionth of a gram (a nanogram) many months after the last active ingestion."

The above claim from Gobert's release, which states that the preliminary result of the AMA administered drug screening was negative, is not true. The initial AMA-administered drug screening showed a borderline positive reading.

The CC-MS test method is recognized as one of the most accurate methods of drug screening available, and is routinely used as a cross-check when the first-line test of a specimen shows an inconclusive or positive result. The GS-MC test registered a conclusive positive result for cannaboids (marijuana) in Gobert's system. A second test of a separate urine specimen provided by Gobert also tested positive for cannaboids.

The high-level accuracy of the GC-MS test also prevents the success of a wide variety of readily available products which, by diluting or altering the urine sample, are expressly designed to give a false-negative reading to drug screenings. It is extremely difficult to "fool" the GC-MS method by using these false-negative masking agents.

Thanks for making all the facts available to the fans.

Bill Nordquist
Westerville, OH

Nordquist is the communications manager for AMA Pro Racing... Editor.

Washougal signings

Recently my family and I traveled over 600 miles to the Washougal National MX. Both of my sons race at the Amateur level, but one was in a wheelchair with two broken legs from a hard crash. All of the racers were very kind and sympathetic to him. Two of the Pros (Jimmy Button and Larry Ward), however, wouldn't sign his casts due to superstitions. On the other hand, Ricky Carmichael not only signed his casts but also gave him his pants, complete with a personal note and autograph. Doug Henry also signed his casts and gave him goggles complete with an autograph.

I find it ironic that both Ricky and Doug both won while Ward ended up going to the hospital after a hard crash. So much for superstitions. I do have to say that both Button and Ward were very nice and did give plenty of autographs - just not on the casts. I would also like to thank the Huffmans (the promoters of the race) for accommodating my son in the wheelchair. We had a great time and will be back next year.

Ron Kelly

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ON THE FRONT COVER

Rich King won the AMA Grand National Championship round at the Route 66 Speedway in Joliet, Illinois, and captured the championship points lead in the process. Photo by Flat Trak Fotos.

CARMICHAEL WINS.
CARMICHAEL WINS.
CARMICHAEL WINS.
CARMICHAEL WINS.
CARMICHAEL WINS.

THIS IS ONE SUMMER RERUN WE NEVER GET TIRED OF.

Round 9
AMA National Motocross Series
Washougal Motocross Park, Washougal, Washington

Ah, summer. The time of year to kick back and watch Ricky Carmichael and his KX125 cross the finish line ahead of everyone else. He did it again here in Washougal, easily winning both motos. Altogether that makes five consecutive victories for the defending champ. And with a total of seven wins so far in the series, he has a commanding lead in the 125cc points standings. Here at Kawasaki, we're stoked by the show Ricky's putting on. But the other teams? They're just wishing they could change the channel.

"I was just feeling good out there, and the bike was hooking up great. The race was just about perfect."

— Ricky Carmichael, Team SplitFire/Pro Circuit/1-800 COLLECT/Kawasaki

Team SplitFire/Pro Circuit/1-800-Collect/Kawasaki

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NO KICKS AT ROUTE 66

There was a lot of standing around and absolutely no racing at the Route 66 Raceway in Joliet, Illinois. The race was canceled due to racing conditions that were deemed unsafe by the riders and ultimately by the AMA. (From left to right) Doug Chandler, Tommy Hayden and Nicky Hayden discuss the situation as the Muzzy Kawasaki truck prepares to depart the facility.

By Henny Ray Abrams

JOLIET, IL, AUG. 7

Bowing to the pressure of a threatened rider boycott, the AMA, along with the race promoter, canceled the inaugural Route 66 Raceway road race National - round 12 of the AMA/MBNA Superbike Series - because of safety concerns, some of which were weather-related.

The AMA tried to put the best spin on it, blaming inclement weather and the inability to attract any of the factory superbike teams to test at the new Joliet, Illinois, facility in advance as the reasons that the track wasn't acceptable to the riders. The riders, and their team owners, were mostly united in deploring the track as being unacceptable and condemned the AMA for their decision to allow the race to happen.

"I can't say what went on through this whole process, but somebody really dropped the ball," American Honda team manager Gary Mathers said as the teams were pulling out in a light drizzle on Friday afternoon.

"We've got big shoulders and we're trying to expand the sport," AMA director of pro competition Merrill Vanderslice said. "If the riders are concerned about their ability to race, we're concerned too."

The race at Joliet, just south of Chicago, was an attempt by the AMA to get into another big market. The facility, which had never hosted a motorcycle race but had run one car race, was a stop-and-go street-type facility, lined almost entirely with concrete barricades and with very little runoff. Muzzy Kawasaki's Doug Chandler described the start-finish area as a fourth-gear kink with no runoff.

"It's worse than Sears Point," he said.

In order to make the track acceptable, the AMA's Ron Barrick had enlisted two privateers, Todd Harrington and Rad Greaves, to ride at the facility and make recommendations. Their suggestions were acted upon, according to Barrick and track owner Dale Coyne, but more work needed to be done and there simply wasn't time. From the minute the riders began to arrive on Thursday, the race was in doubt. Exacerbating the situation was the weather.

Because the layout utilizes the drag strip as a front straight, and because the drag strip is especially slippery due to the rubber-and-traction compound, track owner Coyne said that they couldn't run in the rain. It had been raining nearly all week, with little relief in sight.

With ideal weather, the owner might have been able to make all the changes the riders proposed after seeing the track for the first time. But the rain didn't stop and it would've taken all of both practice days to make the track acceptable to the riders - which would leave them with a one-day event.

After a meeting between the track owner and the AMA, and after the AMA consulted with its headquarters in Westerville, Ohio, the race was officially canceled on Friday afternoon.

AMA Pro Racing issued a statement quoting Vanderslice as saying, "We had hoped, up to the very last minute, that we could race this weekend at Route 66 Raceway. The Chicagoland area is a huge market, with great potential to introduce racing to new audiences, and Route 66 Raceway is a very impressive facility. The Route 66 staff did everything they could to get the track ready, but the riders were very uncomfortable with the course in its current configuration."

Reigning AMA Superbike champion Doug Chandler was one of the riders who supported the decision to not race.

"I'm disappointed," the Muzzy Kawasaki rider said. "We put our trust in the AMA's decision that this was going to be okay, and when we got here, there's a number of things that weren't right. I kind of gave Ron (Barrick) the benefit of the doubt prior because every time he's come here, this has been an open parking lot with, okay, the guys telling him, 'This is going to be a turn here and there?' You don't know what it's going to look like until you get all the walls and barriers and everything put up. I came in last night and went around, it was like, 'There's no way.' I had privateer guys that I've never talked to come up to me this morning and say, 'Man, what are we going to do? This place ain't safe.' Which is really unusual. In the past, any time those guys have caught wind that we're going to do something, they're the first ones that get out there because they think they can get some extra money. But to have them come up saying, 'This place is bad,' it's a big problem. Now, with everyone coming together and realizing it's a problem, it's kind of a bad deal that the AMA doesn't see the problem."

Chandler, who leads American Honda's Ben Bostrom in the MBNA Superbike championship by two points, benefited from the race not running. He continues to have limited mobility in his right leg and severe pain in his right foot, the result of crashes at the Laguna Seca round of the World Superbike race and the AMA race at Mid-Ohio a week later. Bostrom was one of the few riders who wanted to ride, but he was eventually convinced by his team that it wasn't the right choice.

Yoshimura Suzuki's Mat Mladin also would have benefited from running the race. The Suzuki GSXR750, which is down on power to the other factory machines, would have been their equal here and Mladin, who cut his teeth in Australia, does well on tight and technical circuits. Still, he didn't see any way they could race on the temporary facility and in the end he said, "I'm not going to jeopardize my f---ing neck for anybody."

He was asked if the track could be fixed.

"Nope," he responded. "Not this weekend it can't. No way. You need to go for a drive and truly have a look at it. Have a look at right when you come through the tunnel here and you get on the drag strip and it's bull---t, it's just bull---t. In the dry it's f---ing dangerous. In the wet, you just couldn't do it."

"The drag strip's just like ice," Chandler concurred. "So, I mean even damp, the owner said, 'No, you guys can't race.'"

Mladin's Yoshimura Suzuki teammate Aaron Yates agreed.

"When I got here, I looked at the track and I just felt that it's not a race track where our caliber of racing - our level is supposed to be Pro, we shouldn't have to be dealing with such a rinky-dink facility," Yates said. "I just really don't understand why we even made it here. I'm glad to see everybody hanging together and hanging it up."

Like Mladin, Yates saw the advantages for the Suzuki.

"It probably would've been a place I would've done well," Yates said. "It's not a place I wanted to go out. Coming here, I was really looking forward to riding and doing good, and then I see the track and it's a joke - we shouldn't be here. I guess I feel like the weather probably helped us really stick it to them and make sure that we didn't ride. I'm glad it happened. They should really realize that this shouldn't be tolerated, and that we should have facilities especially at our caliber."

At one point, early on Friday before the official cancellation, it was believed the race would be held with whomever decided to ride. There was talk of some privateers riding - but 1-800-CYCLEGEAR's Steve Rapp, who's leading the Teamline 750cc Supersport Championship, wasn't among them.

"Because of the track, part of it's the decision on the other teams and the riders and I kind of have to do what they think's right, too," he said. "If I go out there being the Lone Ranger by myself, where does that put me? I have a championship at stake. We talked to the top five guys in our class and we all decided that we're not going to ride. If anyone else rides, it's not going to matter championshipwise. It'd be the same thing the next race."

After meeting with the AMA and the track owner on Friday morning, most of the team managers decided to back their riders' decision.

"It's a shame we got to this point," Yoshimura Suzuki's Don Sakakura said. "I feel bad for a lot of people, but I just feel like the riders' safety is in jeopardy and they feel unsafe on the track - as Suzuki, we're obligated to meet their needs in that area. If they don't feel safe on it, then we ought not to run for the weekend. It's their decision not to ride; we respect that."

American Honda team manager Gary Mathers felt much the same way.

"It's unfortunate that we get down here on Thursday or Friday and find this place unacceptable," he said. "That's unfortunate. We had questions about this track a month ago and we had had some discussion with the AMA and, basically, they were very vague. They didn't give us any answers. Several of the team owners who sponsor drag racers had some drag racers here on

motorcycles a while back, and we got some pretty good input that the place wasn't ready. We got some drawings on how the track was laid out and stuff and we knew that there was a problem here and we questioned at the last couple of races. These people are nice people, they're trying really hard, they're trying now to do whatever it takes - but it's too late. Even if they could make all the changes that they talked about in the meeting this morning, it would take them the rest of today and most of tomorrow and then nobody gets any practice sessions.

"I wasn't here yesterday, I got in late last night. But I went around the track this morning in the rent-a-car and it was appalling that the lines, the chicanes, and the lines through the chicanes - and there are places where if you miss your apex in one chicane, your bike was out in the track in the next chicane. The lines were wrong and the hay bales were set out wrong. Down on the other end down there, there's a place where there's a sharp right-hand turn that's 17 feet wide and two bikes going in there bent over sideways would take up all that space. It's ridiculous. There's no way you can race here. And it's a fast race track - you know, 170 mph - and there are just too many walls to hit. For me, it was like coming here after that mess we had in Loudon this year; it's like somebody's dropping the ball."

American Honda's Miguel DuHamel and Harley-Davidson's Thomas Wilson, along with privateer Brett Metzger, were all seriously injured in separate incidents at Loudon, a track many believe has outlived its usefulness.

"Our agreements with the riders say we'll support them at the races," Mathers continued. "And the only reason we wouldn't do that (race) is if they'd say it's unsafe. And they basically all finally agreed that it's unsafe. So once the riders say that, then we're out. And that's unfortunate."

One of the few dissenting opinions came from Fast By Ferracci team owner Eraldo Ferracci. Ferracci believed that the riders and teams should make the most of a bad situation and not just walk away.

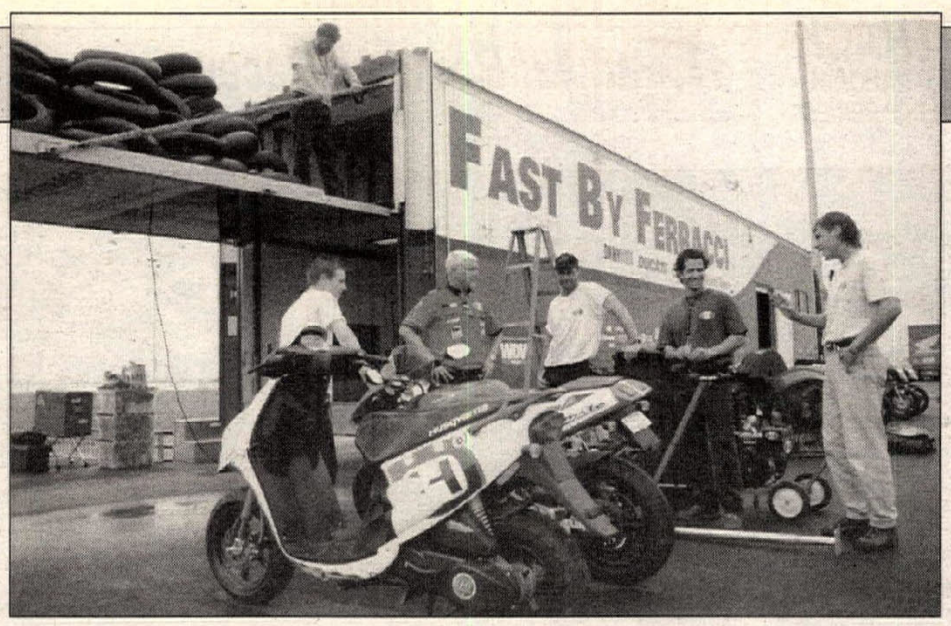
"We start all this. It's wrong. We should not be here, but also when we get here, we should try to do the best we can to accommodate all the fans that bought a ticket that want to come in here," Ferracci said. "And the next team that don't like it, who start all this trouble, it's the people that lead the championship. They want to go home, because, 'Hey, I'm better off if I don't screw around.' That's it."

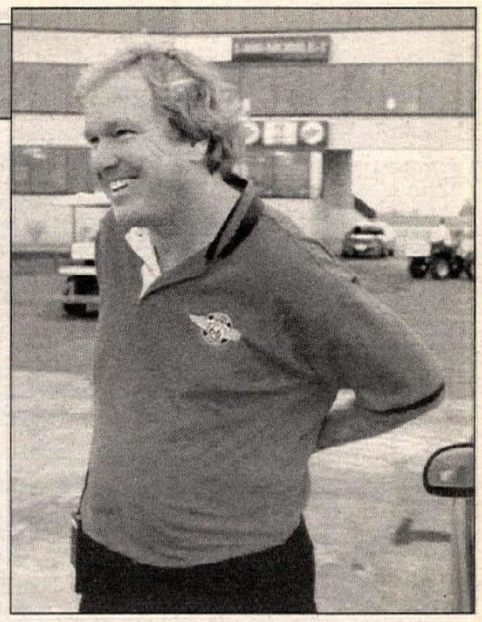
Even so, Ferracci understood the riders' point and agreed it should never have come to this.

"The AMA should listen to the team and come and check and see," he said. "Instead we come in here, we got this mess. The promoter will get disgusted because he said, 'What the hell, we want to do something, tell us what to do, we can tell you yes or no.' I have 10 people coming here to watch the race on Sunday - three potential sponsor. I have no race.

"Already they got here they should do the best you can, make a rule," Ferracci suggested. "Maybe you have to have a driver meeting after they go on the track and look, and say, 'Hey, guys, maybe we got to pay attention, not to overtake underneath the bridge, not do this, not do that, pay attention.' This guy, they have advertised on television. They have live television."

Track owner Dale Coyne explained





(Above left) The Ferracci team packs up the truck and prepares to leave.
(Above) Route 66 track owner Dale Coyne and his track crew ran out of time in their efforts to make the track acceptable.

that he'd first expressed interest in having a road race at his facility when he met with AMA board member Cary Agajanian during the CART race in Fontana, California, last year. He said it was originally designed as a testing track, and teams from both CART and Indy Lights had tested there. He knew there would have to be changes made for motorcycle racing and left it up to the AMA to make the needed recommendations.

"We've modified the track several times to accommodate spectators, to make the track safer for riders," Coyne said. "Ron Barrick has visited here four times. He had a lot of things he was concerned with, but we always answered every one of them."

Barrick first visited the track about nine months ago and returned on two subsequent occasions. On the first trip, the track was mostly a construction project and there were no drawings of what the race course would look like. Barrick got a sense of what the facility would be like, but he didn't know how much property would be used for the layout.

"I had another visit after the majority of the facility was completed and had some setup concerns and so forth. I still didn't know exactly what the final configuration was going to be because they were playing with different configurations, but mainly for the Indy cars," Barrick said. "I think the design that they did come up with for the road course was more for the Indy cars, whether it be for racing or testing purposes."

There had been an attempt made to organize a test for the superbike teams at the facility, but the timing was wrong.

"We were trying to have some teams come here and test earlier in the season," Barrick said. "I know a couple of the teams had privately contacted the race tracks to try to set up private tests themselves. For whatever reason, they weren't ever able to put that together - you'd probably have to discuss that with them or the race track themselves. Maybe they called and the times they were available the track wasn't available, or the track wasn't yet ready for that. I don't know the details. But I do know that attempts were made by some of the top teams to come out here and test."

The AMA had hoped to have the factory teams test on their way back to California from the Loudon National in June. However, the teams had earlier agreed to visit the Dunlop factory in Buffalo at the same time, so that idea was scrubbed.

"Harley-Davidson would have been willing to come down later that week, but with the injury to their rider (Thomas Wilson) - basically, they went back to their race shop after Loudon and just basically took a week off, and regrouped to think about what they were going to do with the rest of their year with their program. So I guess just a lot of bad circumstances led to our not being able to organize a large-scale test."

The only riders to test were Greaves and Harrington, and even they weren't able to get in much track time.

"They were only able to get a few laps in the morning and it was a very hot day, very uncomfortable for anybody to be out here, let alone in leathers, or whatnot," Barrick said. "They gave us some input, we had a list of things that they had seen and the track had seen that list and we worked together to make they changes that they saw. The fact is that the were here only for a brief period and it really takes a lot more than a few laps on a motorcycle to really, truly evaluate every aspect of the racing facility."

Each time he visited, there were changes that needed to be made, some as recently as his visit two weeks prior to the race, when the teams were notified that the race would, indeed, take place. There had been much speculation that it wouldn't.

Barrick arrived at the facility on a very rainy and inclement Tuesday.

"I did drive through some horrible weather just coming down to the track, and when I got here there was probably a foot, foot and a half of water in the paddock, trying to eat its way down the drains," he said. "There was mud washing across the track in a lot of places and debris all over from that. They were trying to pour concrete curbing and so forth, and so they dug up mud. The place was in pretty rough shape because of the weather. We've been struggling to do what we can to get the place ready to go. We're just pretty far behind the eight ball. There's still things that we're trying to get taken care of and basically just running out of time to be able to accomplish those things."

Barrick said the AMA was "comfortable with the setup we were going to currently have for the event." The riders weren't, and one area about which they had great concerns was the tunnel leading under the facility building and onto the drag strip. With virtually no runoff, after a short straightaway, the riders had to make a hard right and launch down the strip. The area was protected on the outside by Air Fence and the riders would have been slowed considerably by the time the turn had to be made.

"One of the considerations was the tunnel," Barrick said. "We were in a situation where the facility was built, basically, around that. That's something that, on short notice, we just have to be able to modify. The owner, Dale Coyne, has agreed to look at other options for this turn in the future, but in the short time that we had, there was nothing more that we can do, except adjust it as best we could."

Barrick conceded that they would take a look at how new facilities were approved for racing.

"Obviously, we're open to looking at how the process of getting a new facility on our event schedule takes place," he said.

Though Coyne and his crew worked tirelessly to accommodate everyone, he knew they'd run out of time.

"The basic design we did not have time to change," he said. "Even this week, we did everything that was asked for: more hay bales, foam, even some things above and beyond what we were asked. But we could not change the basic design of the track. While it works for cars, it's a different type of track for motorcycles. It's really a stop-and-go track. It's a type of street circuit with some runoff areas. But it's the type of facility that they're not used to running. We do not want to hurt anybody; we would not run a race if we thought it was going to hurt riders. We have the same concern on the car side; we don't want to hurt drivers - don't want to hurt anybody."

In the end, what disappointed him most was that he could be put in this position.

"Safety can never be compromised and I support them (the riders) for that," he said. "We have those concerns. It's impossible to make a track perfect, because you've got to have spectators in order for the sport to work. We're going to try to make it better. We want to get with some of those teams and those riders and talk about what we can do here from a design standpoint to change it to allow an event for next year.

"We'd definitely like to have superbike. The Chicago market has always been a strong place for all types of bikes, and we think we can do that. The process (for approving tracks) needs to be different. We wanted to get some superbikes in here for some testing after Loudon, but at Loudon there was a lot of problems and that's probably what stemmed a lot of this. There was a lot of concern by the teams and the riders and the factories about the safety of all their circuits. Unfortunately, it's fallen on our shoulders. But we've worked diligently all week to perform anything that they've wanted us to. Unfortunately, the only person from AMA that's ever been here has been Ron Barrick, so we really haven't had the review that we should have. On the car side, we go to a lot of temporary circuits where you go there for the first time you ever run a race and we send a pretty thorough team in to evaluate it. It's still not going to be perfect when you show up, but at least you try to be very, very thorough in your preview." CN

King gets his kicks...

By Scott Rousseau
Photos by Flat Trak Fotos

JOLIET, IL, AUG. 8

Although it was the 12th stop in the 19-round 1998 AMA Grand National Championship Series, the inaugural Route 66 Raceway Half Mile just might be remembered as the place where the fun began. And even if it isn't, Rich King will always remember having had one hell of a ball there.

For it was the 35-year-old Iowan who had the measure of the field at the all-new Ilinois half-mile and he scored his fifth career Grand National victory as "hell week" came to a close. In doing so, King accomplished a personal milestone, as he finally managed to earn more than one victory in a single season. But even more importantly, King - and his nearly obsolete Corbin Racing/ Supertrapp Honda RS750 - ran down and surpassed season-long series points leader Scott Parker in the title race. And he wasn't the only one. King now leads 1992 AMA Grand National Champion Chris Carr by nine points, 185-176, while eight-time and defending champion Parker, who was 11th at Route 66, now sits third with 174.

Despite posting the second-fastest heat race, King was definitely best when it counted - in the main event. He trailed three-time AMA Grand National Champion Jay Springsteen off the line as the 18-rider main event got under way and then quickly shot under Springsteen in turn three. There was no stopping him from there, as he went to work on the bottom of the narrow-grooved, semi-banked clay surface, stretching out his lead off every corner until he had almost a straightaway lead on runner-up Will Davis. King's Sam Wessely-prepared RS appeared to be on rails.

"The bike was definitely dialed in," King said. "Everything is just really going good right now. I think that my team is really clicking this year. It couldn't be better.

"I sure hope that Honda doesn't sell all those parts on me," King said in reference to last week's reports that HRC was closing, and thus all RS750 parts were going to be sold off to the highest bidder. "We need those parts to keep going."

Runner-up Davis will definitely be needing a few Harley-Davidson parts to repair his TCR/Michigan Harley-Davidson Dealers-backed XR750 before next week's Mississippi Valley Grand National in East Moline. In fact, the 32-year-old North Carolinian was lucky to dodge a major bullet at Route 66. After posting the fast heat time of three minutes, 49.518 seconds to earn the pole, Davis came off the line in third place behind Springsteen and King, chased down Springsteen after the Bartels' H-D/RC Trucking-sponsored former champion ran into more mechanical problems, and then tried to haul in King, who was already almost a half-straightaway ahead of him. Davis, too, ran the low road around the race track, and appeared to at least be on the same pace as the leader, but then on lap 24 it almost all came undone. Just past AMA starter Steve Faraci's white flag, Davis' Tom Cummings-tuned short-rod XR began to emit a terrible clatter as it tried to eat itself. But somehow, Davis managed to keep the machine running long enough to limp around on the last lap and get home ahead of a speeding Carr, who almost ran Davis down at the finish line.

"Second's good enough, I guess," said Davis, who dropped another five points off the lead pace in the series points chase. "Every time I hit the throttle, it would just spin off the corner. But as hooked up as I was, I thought I was catching him a little. But then, coming across the start/finish line, the lower end went out or something, because it just started making the ungodliest noise. I pulled the clutch in, thinking that it was over, but then it just kept running and it made it around there. Maybe it's just me, but I thought that it might have started going about the 10th lap."

Had Davis run into trouble even a few seconds earlier, then he would likely have been passed by Carr, who once again had his Kenny Tolbert-tuned Harley-Davidson of Sacramento/ Phoenix Racing entry flying in the main event. After struggling in the scratch heats and then running third in his qualifying heat race, Carr got an excellent start off the second row in the main event, pulling away from the line in fourth place. He advanced to third after Springsteen dropped back and, just like Davis, appeared to approximate King's blistering pace, neither losing nor gaining ground on the second-placed Davis until the very end, when Davis' bike soured. Still, Carr was quite pleased to come away with 1-1-3 finishes during hell week.

"I'll take it," Carr said of his third-place run. "Going into the main event, I thought we had a fifth-place bike. We made some changes, and we figured that we would either make it on the box or run 10th. After the heat race, we knew that we'd made a step in the right direction, but I still thought that we were about fifth."

Both Rose Racing's Kevin Varnes and his motorcycles were up to the task for a good finish at Joliet. The 24-year-old Pennsylvanian, whose two Grand National wins have come on Hondas - and on clay tracks - hit the right combination at Route 66, and he was probably the hardest-charging rider on the race track, as he suffered a 10th-place start before rebounding and bolting toward

(Above) Rich King showed the field his backside for the second time this season, as the sole Honda rider on the circuit claimed the win at the inaugural Route 66 Half Mile in Joliet, Illinois, and also moved into the series points lead. (Below) Will Davis ran a solid second that was put into jeopardy when his engine began to grenade on the last lap of the race. Davis managed to nurse it home just ahead of third-placed Chris Carr.

(Left) Chris Carr (4) came off the second row to wind up in third place at Route 66, thus making for a 1-1-3 week of Grand National competition. Kevin Varnes (89) finally had a bike that would stay together, and he was fifth at the finish.
(Below) Brett Landes (41) charged into the fifth spot late in the race, passing eventual sixth-place finisher Nicky Hayden (69C), who had run as high as third during the main event.

the front. Varnes found his way past hot youngsters USC Racing's Bryan Bigelow, Team Powell's J.R. Schnabel and TCR's Nicky Hayden (among others) before settling into fourth place on lap 16, far enough behind Carr that he was unable to mount a challenge for third place. From there, Varnes rode hard and prayed that his motorcycle would stay together - something that has been a difficult proposition of late. Varnes went on to score only his second top-five finish of the year.

"Everything went pretty good for us, and it's about time," Varnes said. "Lately, everything has been suckin'. But I'm really glad for the team, and I'm glad that I qualified for the Hall of Fame race here tonight. Once I got in that, there was no pressure in the main event. We've got another couple good half miles coming up. Hopefully we can just keep this rolling."

Team Undo/Donahue Harley-Davidson's Brett Landes more or less followed Varnes around the track after being passed by the Pennsylvanian while running sixth. The pair's pace took them past a struggling Hayden, who had held third place earlier in the race. The end result was that Landes had his best 750cc Grand National finish of the year. Hayden wound up sixth aboard his part-time TCR/Michigan Harley-Davidson Dealer's Association ride. Springsteen soldiered on to finish seventh. TLC Racing's Chris Evans battled with USC Racing/Lancaster H-D/Dodge Brothers' Dan Butler for eighth. Schnabel rounded out the top 10, running just ahead of Parker.

HEATS

Steve Morehead punched his F&S Harley-Davidson/KK/Shepherd & Dragoo machine to the front of the pack and led the first lap when the first of the four 10-lap qualifying heat races got under way - but Davis slipped under Morehead down the back straight and ran hard on the low edge of the groove, quickly pulling away. Suburban Motors' Brent Armbruster ran third, with Varnes running fourth and quickly gaining ground. Varnes quickly supplanted Armbruster for third and then dived underneath Morehead in turn four to take away second on lap two. Carr was also in this one, and he was working hard to get into contention for a qualifying spot. After making his way to fourth, the former series champion took a shot at Morehead in turns one and two on lap eight and then made a pass at the line on the last lap to steal third place.

But there was no catching Davis, who had extended his lead to almost a full straightaway by the fifth lap. Davis made it look easy as he crossed the line and stopped the clocks to earn another pole position, posting a time of three minutes, 49.518 seconds.

"I wish it was easy," Davis said. "This TCR Harley-Davidson works so good week in and week out. My crew works so hard to give me such a good motorcycle. Hopefully, some of the moisture will come up later. I wish that we could run around the top. This is such a great facility. If we could run from top to bottom, this place would be unbelievable."

King did Davis one better in heat two - at least in the start department - as the Iowan jammed his Honda to the fore after winning a drag race with Coziahr H-D's Paul Morgan III down the back straight. Behind them, Schnabel, Bob Norfleet Racing's John Nickens III, Bartels' H-D's Shaun Russell and White's H-D's Mike Varnes were dicing for the third spot. As that pack sorted itself out, King experimented a bit, running from top to bottom on the groove but basically maintaining lines that kept him pulling away from the rest of the field.

In the meantime, Schnabel and Morgan got free from Nickens (who ran second for a brief period), Russell and Mike Varnes. The two ran side by side down the front straight on laps five and seven, with Morgan maintaining the second spot, but Schnabel finally got a drive off the last corner to just beat Morgan to the line for second. By then, King was already long gone.

"This Corbin Racing Honda really feels good right now," King said. "Hopefully, we can keep it on the box, but it's really going to take a good start tonight. I get good starts, but it's just that I don't get to the corner first."

Heat three was the Springer-and-Parker show, the three-time champ getting the holeshot and then showing the eight-time champion that he still has the fire and the desire. Springsteen kept Parker at bay in the early laps and then quickly began to establish his dominance with a lead that was five lengths on lap three, seven on lap four, and around 20 by lap nine. Parker ran second, ahead of TCR teammates Nicky Hayden and Paul Bergstrom, with Hayden moving away to earn the last direct transfer.

Springsteen's win was clearly a popular one, as was evidenced by the cheers of the crowd.

"It's very hard to pass out there," Springsteen told them. "It's slippery in the corners, so you gotta get a good start. You want to gas it, but it's like the slower you go, the faster you go. You just have to be real easy getting off the corners and use a lot of throttle control."

The final heat offered the best battle for the lead, as Butler went to the front, ahead of Adkins Racing/Winchester Harley-Davidson/KK's Geo Roeder II, USC Racing/Lancaster H-D's Bryan Bigelow, Landes and H-D of Missouri/Burks Motorports' Kenny Coolbeth. Butler looked to take off early, but teammate Bigelow started reeling him in while an intense battle for third between Roeder, Landes and Coolbeth went on behind them.

Coolbeth began trying the outside on Landes and Roeder, with Landes dropping low down the back straight, when it all came to a head. As they hit the turn three-wide, Landes went in underneath Roeder, and the two apparently made contact. Roeder hit the ground hard. Coolbeth, having nowhere to go, was collected by Roeder, the two grinding to a halt - practically on top of one another - just before the hay bales. Both were unhurt. The race was halted and put in the books, with Butler and Bigelow running 1-2 and Landes being awarded third place.

"I believe we could have held on for a couple more laps," Butler said. "We've been working hard to change my style so that I really ride it on the front wheel at these groove tracks. You need to do that. We just need to try and stay focused for 25 laps now. That's hard to do, but we're looking for some good things to come out of this one."

SEMIS

TLC Racing's Evans owned the first semi from start to finish, while Morehead and Russell ran nose to tail as they battled over the second and final transfer spot. The 19-year-old kid was all over the "Findlay Flier," but he could not find the way around Morehead, who showed enough poise to avoid a mistake that would cost him a spot in the main event.

The second semi looked like something out of the wild West, as "cowboys" Johnny Murphree on the Schmulbach Racing Harley-Davidson and Dan Stanley on the Gardner Racing/Walters Brothers H-D-backed Harley-Davidson engaged in a shootout to the finish, with Nickens thrown into the mix as well. Stanley came from fourth place and eventually ran underneath Murphree in turn four to take the lead. Murphree held on for second. Incidentally, this was the semi that took out a lot of heavy hitters, as Team Saddlemen/1-800-FASTHOG's Mike Hacker, Roeder and H-D of Missouri's Joe Kopp all finished down in the field and loaded up earlier than usual.

The third semi hosted a great battle for the final transfer spot, as Armbruster, Bergstrom and Mike Varnes scuffled over the top two spots. M&K Racing/F&S Harley-Davidson's Jason Sentell was running fourth when he decided to gamble and go up high - where no one had all night. The ploy worked, as Sentell had clear race track in front of him in the turns and was able to skip into the lead. Sentell took the win, earning his first Grand National main-event berth. Armbruster beat Bergstrom to the line for second in a photo finish.

883 NATIONAL

Team Saddlemen/1-800-FASTHOG's Mike Hacker was looking to continue the good week he'd had on the road by adding a win in the Harley-Davidson Sportster Performance Series National to his excellent 11th- and sixth-place finishes at the previous two Grand Nationals - and there was no question that he had what it took to do that when the 17-rider 883 field rumbled off the starting line.

Hacker went straight to the front, with Ryan Brown, Scott Stump, Nate Wait, Jess Roeder and Shaun Russell in the immediate hunt. Wait soon dropped off the pace with problems and would be credited with 17th, but Brown, Stump and Roeder were still engaged in a tight war for the other two podium spots, as Hacker was quickly checking out on the field. The Las Vegas Harley-Davidson-backed Roeder made his way to third off turn four on lap four, but it was clear that his motorcycle was not handling well, as he fought a blatant push in every turn. He would eventually drop back to fourth.

In the meantime, Corbin Racing/Supertrapp-backed Gary Rogers had both the speed and the handling to slip his way past Roeder and Stump on lap eight and then stun Brown with an outside move down the back stretch for second place. Rogers appeared to begin making time on Hacker, but he ran out of laps before he could do so. And Hacker took the win.

"I didn't do good on my 750 tonight, so I needed this," Hacker said. "I wanted to get the holeshot, because in my heat race with Roeder it was hard to pass. I just tried to be smooth and use a little throttle control."

Rogers appeared to be very pleased with second place.

"That bike was working," Rogers said. "It wasn't perfect, but I could live with it. It was just great to get back on the podium. It's been a long year, but this helps my confidence. It gives me a

break from the frustration of just missing out on the 750s. Sitting on the second row, I was just praying for a top-10 finish."

Paul Morgan III had to be even more pleased, as he managed to come out of nowhere and pull off a last-corner pass under both Roeder and Stump for third.

"The last lap, I was fifth, so I decided it was do-or-die time," Morgan said. "This is the DPC Racing bike that Willie McCoy usually rides, but he wasn't here, so I got the opportunity to ride it. I told them that I wasn't going to take any chances, and they just said to go out and have fun. It turned out to be a pretty good deal for me. This will probably be my last 883 race for a while."

GRAND NATIONAL

Davis chose to make his bid from the very bottom of the race track when the field lined up for the 25-lap main event. Springsteen lined up to Davis' right, with King flanking Springsteen. Butler was in the middle of the front row - directly ahead of Carr - with Varnes and Schnabel running the outside of row one and Parker the outside of row two.

The champion was in trouble almost from the start, as he crawled off the line in 15th place and ran with Stanley, Morgan and Morehead before passing them and eventually catching and passing Bigelow for 11th on lap five; the two traded the spot twice before Parker was in command of 11th for the rest of the race.

"I sucked - that's about all that I can say" Parker said. "I just can't get going as fast as those guys are going. When you're going the same speed as they are and they're ahead of you, what do you do? You suck hind tit. If we knew what our problem was, then we'd solve it, but obviously we don't. But I'm not pissed. Our best races are still to come. Plus, this way I can be the underdog. The other way, I couldn't."

After leading the race down the back straight, Springsteen soon began to drop off the pace after about five laps. The reason? Same old thing.

"No brakes again!" Springsteen said afterward. "A bolt backed out three laps into the race. That's the third time we've had brake problems this year, but I don't know if we would have won it. I think that we moved the front end too much from the heat race, because it was starting to push and wanting to tuck under."

Springsteen dropped back to seventh, while at the same time Hayden was marching forward into the fray from sixth place. Hayden went around Springsteen for third on lap six.

Up front, King was motoring, as he had put some 15 or 20 lengths on Davis by the ninth lap, and "Mr. Consistency" appeared to be consistently running the same line lap after lap as he raced toward the finish. Even so, he sneaked a quick look back a time or two to keep an eye on things.

"I just kept looking back and hoping that the high line wouldn't come in," King said. "We could have actually gone a little bit faster. The only thing I had to do out there was see if anyone was working the high line."

No one was, and by the 16th lap King had half a straightaway on Davis, who continued to push hard, and yes, he did take a look at the top to see if he could make it go.

"There was no moisture up there, just marbles," Davis said. "It wasn't as quick as the bottom was. But it seemed like I caught him a little bit, and then it stayed the same. The bike just didn't seem to be running past the halfway point. But I ain't complaining. The thing was fast all night, and it made it to the finish."

Meanwhile, Carr had caught up to Hayden about three laps earlier and quickly rolled it past the youngster, who seemed to be struggling a bit. Varnes went by Hayden not long after that.

"The first 10 laps, the bike was working, and then my lines started drying up, and I made a few mistakes and those guys got me," Hayden said. "It was kind of disappointing. I thought that I was going to get on the box. I don't know how many more years I'm going to be dirt-track racing - I already feel like I'm running out of chances."

With Carr and Varnes running third and fourth, and Landes also moving past Hayden up to fifth, the top seven were set, with the best race on the track going on between Evans and Butler, who were banging on each other mercilessly, but they talked about the experience afterward with smiles on their faces.

"I was spinning all over the place, trying to pass him (Evans)," Butler said. "I just couldn't get a bite for nothing. I was searching everywhere. I was rubbing all over him with my front tire. I was like, 'I'm gonna get that damned Canadian.'"

"In a pig's ass he was gonna get me," said Evans, who wound up taking the eighth spot. "I knew he was faster than me, but I wasn't going to give him the spot."

Davis almost surrendered second place to Carr, however, when his machine let go on the 24th lap. But the North Carolinian kept his cool and coasted around to just beat Carr to the line. Nobody got close enough to remove King from the lead, however, as he hit the finish with more than a half-straightaway lead on both Davis and Carr.

As things sit now, the next few races will be very telling. Will Parker, who dominated the East Moline Half Mile one year ago, vault back into the points lead? Or will King be able to start his own race win streak?

"Hmmm, that's a limestone track," King said of East Moline. "But anything is possible, and there's still Sedalia, Las Vegas and Hagerstown. I think that I have as good a shot at those places as anyone. I'll be in the hunt at all the rest of them." CN

Mike Hacker (67) got the best start in the Harley-Davidson Sportster Performance main event and went on to take the win, while Gary Rogers (53) came off row two and finished second.

Route 66 Raceway
Joliet, Illinois
Results: August 8, 1998 (Round 12 of 19)

HEAT 1 (10 laps; 12 riders, top three transfer): 1. Will Davis (H-D); 2. Kevin Varnes (H-D); 3. Chris Carr (H-D); 4. Steve Morehead (H-D); 5. Mike Hacker (H-D); 6. Brent Armbruster (H-D); 7. Chris Evans (H-D); 8. Johnny Murphree (H-D); 9. Jason Sentell (H-D); 10. James McIlvena (H-D); 11. Brian Kromroy (H-D); 12. Devon Pritchard (H-D).
Time: 3 min., 49.518 sec.

HEAT 2 (10 laps; 12 riders, top three transfer): 1. Rich King (Hon); 2. J.R. Schnabel (H-D); 3. Paul Morgan III (H-D); 4. John Nickens III (H-D); 5. Shaun Russell (H-D); 6. Mike Varnes (H-D); 7. Dan Stanley (H-D); 8. Robert Lewis (H-D); 9. Greg Teague (H-D); 10. Chris Boone (H-D); 11. Jaime Aguilar (H-D); 12. Ken Yoder (H-D).
Time: 3 min., 51.470 sec.

HEAT 3 (10 laps; 12 riders, top three transfer): 1. Jay Springsteen (H-D); 2. Scott Parker (H-D); 3. Nicky Hayden (H-D); 4. Paul Bergstrom (H-D); 5. Robert Knapp (H-D); 6. Danny Koelsch (H-D); 7. Tim Eades (H-D); 8. Marco Morello (H-D); 9. Kyle Long (H-D); 10. Kevin Olliges (H-D); 11. Nate Wait (H-D); 12. Steven Gill (H-D).
Time: 3 min., 52.877 sec.

HEAT 4 (10 laps; 12 riders, top three trasfer): 1. Dan Butler (H-D); 2. Bryan Bigelow (H-D); 3. Brett Landes (H-D); 4. Dale Jenneman (H-D); 5. Josh Butler (H-D); 6. Gary Rogers (H-D); 7. Randy Shank II (H-D); 8. Joe Kopp (H-D); 9. Bret Beyer (H-D); 10. Jerry Vanderkooi (H-D); 11. Geo Roeder II (H-D); 12. Kenny Coolbeth (H-D).
Time: None, due to red flag.

BEER NUTS CHALLENGE RACE (5 laps, 10 riders): 1. Rich King (Hon); 2. Jay Springsteen (H-D); 3. Steve Morehead (H-D); 4. Kevin Varnes (H-D); 5. Dan Butler (H-D); 6. Bryan Bigelow (H-D); 7. J.R. Schnabel (H-D); 8. Mike Hacker (H-D); 9. Nicky Hayden (H-D); 10. Paul Morgan III (H-D).
Time: 1 min., 57.564 sec.

SEMI 1 (8 laps; 12 riders, top two transfer): 1. Chris Evans (H-D); 2. Steve Morehead (H-D); 3. Shaun Russell (H-D); 4. Kenny Coolbeth (H-D); 5. Gary Rogers (H-D); 6. Robert Lewis (H-D); 7. Robert Knapp (H-D); 8. Jaime Aguilar (H-D); 9. Bret Beyer (H-D); 10. Marco Morello (H-D); 11. James McIlvena (H-D); 12. Nate Wait (H-D).
Time: 3 min., 8.040 sec.

SEMI 2 (8 laps; 12 riders, top two transfer): 1. Dan Stanley (H-D); 2. Johnny Murphree (H-D); 3. John Nickens III (H-D); 4. Mike Hacker (H-D); 5. Geo Roeder II (H-D); 6. Josh Butler (H-D); 7. Danny Koelsch (H-D); 8. Joe Kopp (H-D); 9. Chris Boone (H-D); 10. Kyle Long (H-D); 11. Brian Kromroy (H-D); 12. Steven Gill (H-D).
Time: 3 min., 9.933 sec.

SEMI 3 (8 laps; 12 riders, top two transfer): 1. Jason Sentell (H-D); 2. Brent Armbruster (H-D); 3. Paul Bergstrom (H-D); 4. Mike Varnes (H-D); 5. Dale Jenneman (H-D); 6. Greg Teague (H-D); 7. Randy Shank II (H-D); 8. Tim Eades (H-D); 9. Ken Yoder (H-D); 10. Kevin Olliges (H-D); 11. Devon Pritchard (H-D); 12. Jerry Vanderkooi (H-D).
Time: 3 min., 11.480 sec.

GRAND NATIONAL (25 laps, 18 riders): 1. Rich King (Hon); 2. Will Davis (H-D); 3. Chris Carr (H-D); 4. Kevin Varnes (H-D); 5. Brett Landes (H-D); 6. Nicky Hayden (H-D); 7. Jay Springsteen (H-D); 8. Chris Evans (H-D); 9. Dan Butler (H-D); 10. J.R. Schnabel (H-D); 11. Scott Parker (H-D); 12. Steve Morehead (H-D); 13. Bryan Bigelow (H-D); 14. Paul Morgan III (H-D); 15. Brent Armbruster (H-D); 16. Johnny Murphree (H-D); 17. Dan Stanley (H-D); 18. Jason Sentell (H-D).
Time: 9 min., 38.479 sec.

AMA GRAND NATIONAL C'SHIP SERIES POINT STANDINGS (After 12 of 19 rounds): 1. Rich King (185/2 wins); 2. Chris Carr (176/2); 3. Scott Parker (174/4); 4. Will Davis (160/2); 5. Jay Springsteen (160); 6. Steve Morehead (97); 7. Joe Kopp (95); 8. Bryan Bigelow (84); 9. Geo Roeder II (83/1); 10. (TIE) Kevin Varnes/Mike Hacker (81); 12. Dan Stanley (62); 13. Davey Camlin (57); 14. (TIE) Dan Butler/Nicky Hayden/Brett Landes (52); 17. Paul Morgan III (38); 18. (TIE) Chris Evans/Steve Beattie/Terry Poovey (36).

Upcoming Rounds:
Round 13 - East Moline, Illinois, August 15
Round 14 - Hagerstown, Maryland, August 22

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NAT'L (12 laps, 17 riders): 1. Mike Hacker (H-D); 2. Gary Rogers (H-D); 3. Paul Morgan III (H-D); 4. Jess Roeder (H-D); 5. Scott Stump (H-D); 6. Ryan Brown (H-D); 7. Brian Kromroy (H-D); 8. Shaun Russell (H-D); 9. Bret Beyer (H-D); 10. Alan Eadie (H-D); 11. John Clark (H-D); 12. Tom McGrane Jr. (H-D); 13. Brian Thomas (H-D); 14. Yuhiko Hirao (H-D); 15. Tim Eades (H-D); 16. James Hart (H-D); 17. Nate Wait (H-D).
Time: 4 min., 53.119 sec.

HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINT STANDINGS (After 7 of 13 rounds): 1. Jess Roeder (135/3 wins); 2. Mike Hacker (99/2); 3. Davey Camlin (91/2); 4. Shaun Russell (90); 5. Scott Stump (87); 6. Gary Rogers (81); 7. Billy Martin (72); 8. Brian Kromroy (71); 9. Tim Eades (53); 10. Willie McCoy (50); 11. Ryan Brown (42); 12. Tom McGrane Jr. (40); 13. Alan Eadie (39); 14. Yuhiko Hirao (31); 15. (TIE) James Hart/Geramy Rackley (26); 17. Paul Bergstrom (25); 18. (TIE) Jason Fletcher/John Faulkner III (23); 20. Robert Miller (20).

Briefly...

Prior to the start of practice, several racers seemed to be impressed with the new Route 66 Raceway facility, **Scott Parker** among them. "It looks like a pretty nice track," Parker said. "It's got big corners. It should be fun." But as the evening wore on, the racing surface turned into a narrow-grooved, one-line affair. Some riders, such as veteran **Steve Morehead**, were critical of the AMA for not getting the track prepared properly from the beginning. "Don't they know the drill by now?" Morehead said. "If they run a broom on it right away, you get a nice, 10-foot wide groove to run on instead of this." AMA officials did order a broom to be run after the first practice session, but the bottom of the race track was already sealed with rubber, making it the fastest way around later in the night. **Chris Carr** offered up the following defense: "I think that it will get better. Next year, they'll know what to do with it, and maybe we won't have as much of a threat of rain. The race track was slick, but it wasn't unsafe." Jay Springsteen made light of the slick nature of the racing surface. "After practice, I ran down to Kenny Tolbert's truck and asked him if he had any ice screws," Springsteen said.

The field is set for the Labor Day Weekend **Hall of Fame Dirt Track Race**, scheduled to take place at Springfield, Illinois, on August 5. **Rich King**, **Jay Springsteen**, **Steve Morehead** and **Kevin Varnes** finished in the top four spots in the five-lap **Beer Nuts Challenge** race to guarantee their starting spots in the 15-lap, $50,000 final.

Rich King was once again honored the day after the Rapid City Half Mile, when main sponsor **Mike Corbin** hosted the fifth annual Corbin/Performance Machine/Barnett Press Party at the Best Western Hotel in Sturgis, South Dakota. During his introductory speech, Corbin mentioned King's accomplishment at Rapid City and told the motorcycle press to give dirt-track racing another look. "Rich used to be a pretty good dirt tracker, but he rode on someone else's seat," Corbin said. "And now he rides on a Corbin seat, and look at him go. This points race is shaping up to be a good one, and I encourage the motorcycling press to give it more attention. These are the great American racers."

Steve Beattie update: The Canadian National Champion has not yet been released from St. Francis Medical Center in Peoria. Beattie was originally scheduled to be released on Friday, August 7, but doctors were reluctant to let him go after he had difficulty standing under his own power due to weakness. He has since developed pneumonia. When he is released, Beattie is scheduled to be flown to his hometown in Canada, with the tab for the ride being picked up by his sponsor, Stylemaster Custom Motorcycles.

Davey Camlin was spotted cruising the pits at Route 66 Raceway, and the 28-year-old Illinois-based rider made no bones about the fact that he was clearly unhappy about the events surrounding his crash at the Peoria TT. "I'm big-time unhappy," Camlin said. "Rich King was adamant about those tires being removed from the race track, because his teammate got knocked off by one in the spring race there... At other races, we use chalk (to mark the groove). It's typical. They don't see the common sense in shit like that until someone gets hurt. Then it's like, 'Ohhh.' But if nobody gets hurt, then it's okay. But it's not okay. We (riders) need some more unity. Every week we have a different bitch, but it never seems to pertain to everyone. I admit that I don't speak up enough either, but we need guys to be more adamant about some of this stuff, like the Parkers and the Moreheads and the Davises. I guess it's my fault because I knew the tires were there, and I rode anyway, so I guess that makes me the dumbass? This has really opened my eyes."

Team Saddlemen tuner **Skip Eaken** backed up Camlin's comments about the events surrounding Camlin's crash. "It was mentioned in the riders' meeting that those tires should be moved off the track," Eaken said. "Evidently, they weren't moved very far from it. *After* Davey's crash, then they were removed."

HONDA

SUZUKI

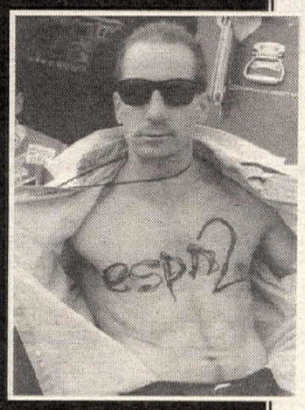
MMI Motorcycle Mechanics Institute

MW2 Rev It Up returns to its motorcycling roots in August, as Jerry journeys to upstate New York for the AMA National Motocross Series. Jerry himself will ride a Honda CR250 in the special "Industry" Class. Having grown up in the woods and being raised by squirrels, Jerry has a natural affinity for the eastern grass tracks and should do well.

Then, Jerry goes form the Eastern Seaboard to the Pacific Northwest for the Motocross National in Washougal, Washington. There, Jerry hooks up with Mike LaRocco and Team Jack in the Box. Will Jack treat Jerry to a Jumbo Jack and fries? Will the children be frightened of Jerry at the Honda Ride For Kids? If a motocrosser falls in the woods and stalls his bike, does it make a sound? The answer to these questions and the secrets of the universe when you watch MW2 Rev It Up!

The month of August, named for the late Caesar Augusta of the Roman Empire, is traditionally one of the hottest of the year. August is the month when the "trainers," the men in shape, can show their stuff. August is the month when, like the Caesar's of old, Champions are made in the sport of Motocross.

The AMA 125cc and 250cc Championships may be decided in August. The 125cc class is still a close battle between R.C. and Dowd, while the 250cc class has Henry on the four-stroke in a close battle with Suzuki teammates Albie and Pichon. R.C. is the youngest Champion on the circuit while Dowd is the oldest factory rider in history. All these men are in great shape and will not be slowed by the heat in the height of summer.



As the temperature rises the racing around the world gets better, and it's all on MotoWorld this month. The quest for Championships reaches critical mass during the month of August. The struggle for points is close in AMA Roadracing, World Superbike, and Grand Prix. The GNCC series has Smith, Andrews, Hatch and Summers all eyeing the number one plate. Plus there is Motocross, Hill Climbs, Drag Racing and more! It's all the best in the world of motorcycles on MotoWorld!

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HUNGRY FOR ACTION?

HERE'S THE MENU:

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Date	Eastern Time	Description
8/1/98	2:00 PM	New Berlin, NY Motocross
8/2/98	8:00 AM	MotoWorld (R)
8/3/98	3:30 AM	MotoWorld (R)
8/4/98	6:30 PM	MW2 Rev It Up
8/5/98	3:00 PM	New Berlin, NY Motocross (R)
8/6/98	5:30 AM	MW2 Rev It Up (R)
8/6/98	6:30 PM	MotoWorld
8/8/98	1:00 PM	Troy, OH Motocross
8/9/98	8:30 AM	MotoWorld (R)
8/10/98	4:00 AM	MotoWorld (R)
8/13/98	6:30 PM	MotoWorld
8/15/98	2:30 PM	Washougal, WA Motocross
8/15/98	4:30 PM	MotoWorld (R)
8/16/98	3:00 AM	Troy, OH Motocross (R)
8/17/98	3:00 AM	MotoWorld (R)
8/18/98	6:30 PM	MW2 Rev It Up
8/19/98	5:00 AM	MW2 Rev It Up (R)
8/20/98	6:30 PM	MotoWorld
8/21/98	4:00 PM	Washougal, WA Motocross (R)
8/22/98	2:00 PM	MotoWorld (R)
8/26/98	3:30 AM	MotoWorld (R)
8/27/98	7:00 PM	MotoWorld
8/30/98	11:30 AM	MotoWorld (R)
8/30/98	6:00 PM	Millville, MN Motocross
8/31/98	3:30 AM	Millville, MN Motocross (R)

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

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Carr goes for two

By Scott Rousseau
Photos by Flat Trak Fotos

RAPID CITY, SD, AUG. 5

It was one of those days that some motorcycle racers experience and even more can only dream about. It was one of those days where you unload, you're fast out of the truck, and your momentum builds as you ascend to the pinnacle of victory.

Chris Carr knows all about those days. He's had two of them in a row.

Hot on the heels of his comeback triumph at the 50th-anniversary Peoria TT, the Harley-Davidson of Sacramento/Phoenix Racing-backed Carr headed to Black Hills Speedway in Rapid City, near Sturgis, South Dakota, where the heroes of the AMA Grand National Championship Series compete in their only midweek stop on the championship trail, playing to the decidedly pro-Harley crowd that invades the Black Hills for the annual Sturgis Rally and Races. Carr did not disappoint the near-capacity crowd on hand for this year's event, as he launched his Kenny Tolbert-wrenched XR750 off the line and led the field, putting in a machinelike, flawless 25 laps to claim his 36th career Grand National win at a time when it once again appears that any run against the defending AMA Grand National Champion needs to begin now, as the season heads down the stretch.

"What a good day, good week, good month," Carr said on the victory podium after the race. "I felt good as soon as they put water on the track. I've got to give all the credit for this win to my mechanic, Kenny Tolbert. He came up with a couple changes to the bike that really worked. We always put our heads together, and this time we came up with a winner. That motorcycle was awful darn good."

That much was evident, as Carr grabbed the holeshot, ahead of TCR/Michigan Harley-Davidson Dealers Association's Will Davis, Corbin Racing/Supertrapp's Rich King and pole sitter Joe Kopp on the Harley-Davidson of Missouri/Burks Motorsports entry. From there, the 30-year-old Californian-turned-Pennsylvanian proceeded to establish a lead of several lengths on Davis and King. Even after King got around Davis and appeared to haul Carr in, Carr's lock on the victory never appeared to be in doubt.

"This is a momentum track," Carr said. "I was able to get a good start and get my momentum going early."

For defending event champion King, who would have loved to put the screws to the Harley crowd once again by scoring a repeat victory on his Sam Wessly-tuned Honda RS750, momentum came too late in the game, as the 35-year-old Iowan struggled to get around a struggling yet hard-running Davis before finding a low line in turns one and two and passing the North Carolinian some seven laps from the finish. Valiant in his attempt, King simply ran out of laps before he could come within striking distance of Carr and had to settle for second. According to King, who narrowed the gap between himself and series points leader Scott Parker back down to four, catching Carr on the race track was difficult enough; passing him might have been even more difficult.

"If I could just have gotten a little better start, I might have caught him," King said. "That low line was pretty rough, but my bike was working excellent through the rough stuff. It's hard to say if I would have passed him, though, because I don't know how hard he was pushing it. Actually, at Rossburg, Peoria and now here, I've been doing it all wrong. I've been getting bad starts and coming from behind. I need to get out front and run fast."

That appeared to be what Davis was poised to do, as he dropped the hammer on his Tom Cummings-twingled, short-rod "car track" Harley-Davidson XR750 when the light turned green and slid into second place behind Carr after Kopp's bobble. Davis then appeared to be more than up to the challenge that Carr was providing in the first few laps.

(Above) Chris Carr (4) shot into the lead from the outside of row one and put his Kenny Tolbert-tuned XR750 into the lead for good at the Rapid City Half Mile to win his second AMA Grand National main event in a row.
(Left) Carr raises his arms in victory for the second time in less than a week. He has now won Peoria and Rapid City back to back twice in his Grand National career.

(Right) Will Davis (21) ran second for much of the race, but Rich King (80) eventually got under Davis in turns three and four and made a pass for the runner-up spot. In doing so, King pulled back to within four points of series leader Scott Parker. (Below) Scott Parker on the ropes? Not likely, but the defending Grand National Champion (1) suffered a dismal eighth place at Rapid City, paddling backward after running fifth early. Joe Kopp (43) ran second, almost crashed, and then rebounded to fourth.

Then, almost inexplicably, it all started to go south for the Southerner. Davis seemed to have to fight to get off turn two on the banked, grooved, clay half mile, and he drifted higher and higher, allowing King to finally get a good run under him off the low line and take over second place. Davis had more than enough for the rest of the field and ran third, but it was obvious from his disappointment that he felt he had let this one get away.

"I ought to be happy, but man..." Davis said. "I ran Chris down in the first five laps. I was killin' him going into turn three. Then on lap six or seven, it just stopped working. On lap seven or eight, I made a mistake, and he got out on me, and I just kept telling myself, 'I can make it up, I can make it up.' But I just kept gettin' higher and higher until I got into the marbles. But my TCR Harley-Davidson ran perfectly all night. It was just me. If I had to go out there and do it all over again, I don't know what I'd change."

Ask the fourth-placed Kopp the same question, and the answer would be obvious. After posting the fast heat time of three minutes, 49.513 seconds to sit on the pole, the Washingtonian appeared set to score his first podium finish of the year. He was second off the start and everything seemed to go smoothly until the 27-year-old Kopp hit turn three and, very nearly, the ground.

"Man, I almost wound up on my head," said Kopp, who low-sided, then nearly high-sided, and then got pitched up to the outer edge of the track. "I thought I was going to wind up in the hay bales for sure."

Kopp was quickly swallowed up by the back, and although he fought his way back out of it, Carr, King and Davis were nearly out of sight. Kopp continued along, setting a fast, rhythmic pace that guaranteed fourth place at the finish.

"Man, I should have been on the podium," Kopp said. "I wish that I hadn't made that mistake. But we're happy. I felt good out there, and Dave (Burks) was really happy to see us run fourth and fifth out there."

No, Kopp didn't manage to trick AMA officials into believing that he had finished in two spots. Rather, Kenny Coolbeth, Kopp's H-D of Missouri/Burks Motorsports teammate, netted fifth after running solid as a rock for the whole 25 laps and gaining spots by taking advantage of the misfortunes of others. Case in point: Coolbeth grabbed the fifth spot when fellow competitor and traveling buddy Mike Hacker slipped off the groove in turn one just four laps from the finish. The finish was a good one for Coolbeth, who has long been touted as having ample talent to run near the front of the Grand National pack.

"I'm happy," Coolbeth said. "This is my best finish in a couple years, it seems like. Everything was just working from the get-go all day. Well, we had a little bit of a suspension problem early in the day, but (H-D of Missouri owner) Darrell Jones was here, and he knows a lot about suspension, and we got it solved. I had a totally different line than anyone in the main event. I was going low in the three and four and finding moisture. It seemed to be working. Hopefully, we can go up the ladder from here. This night gave me a good kick in the butt."

Momentum appears to be the name of the game right now, and it appears as though Carr certainly has it, and his old factory Harley-Davidson teammate, Scott Parker, clearly does not. Parker, who struggled to finish eighth at Rapid City, has effectively given both King and Carr a golden opportunity to take over the series points lead. Parker still leads with 166, King has 162 and Carr has 160. But that could, and probably will, change. And King, for one, is not discounting Parker from anything.

"He's always tough," King said. "Every race is his strong point. And we've still got a lot of miles coming up. The competition is close. Everyone is trying to catch Parker, and I think that Chris, Will and I are really pushing each other to do that every week. It's really fun."

HEATS

Although the crowd appeared to be as strong as ever, the rider count for the Rapid City race might best be described as weak. Only 32 competitors made the trip to Rapid City, leaving the heat races appearing barren, as no more than eight riders came to the line in any one race.

Jaime Aguilar was fast on the draw in the first heat, putting his Rocklin Harley-Davidson XR in front of Carr and the rest of the field off the start. But Carr quickly rolled past Aguilar off turn two and set sail in his quest for fast time. Coziahr Harley-Davidson's Paul Morgan III ran second for much of the race, but the Illinois rider soon got company in the form of Parker, Schmulbach Racing's Johnny Murphree, and USC Racing/Lancaster H-D/Dodge Brothers' Bryan Bigelow. Parker went around Morgan on the back stretch on lap four and had second place by turn three. Morgan then appeared to be safe, but the hard-charging Murphree got up underneath him on the last lap and took the final transfer spot away. Carr, meanwhile, cruised to the finish.

"Our stuff was working," Carr said. "We made a gearing change and went to a different-width rear rim, and that's it."

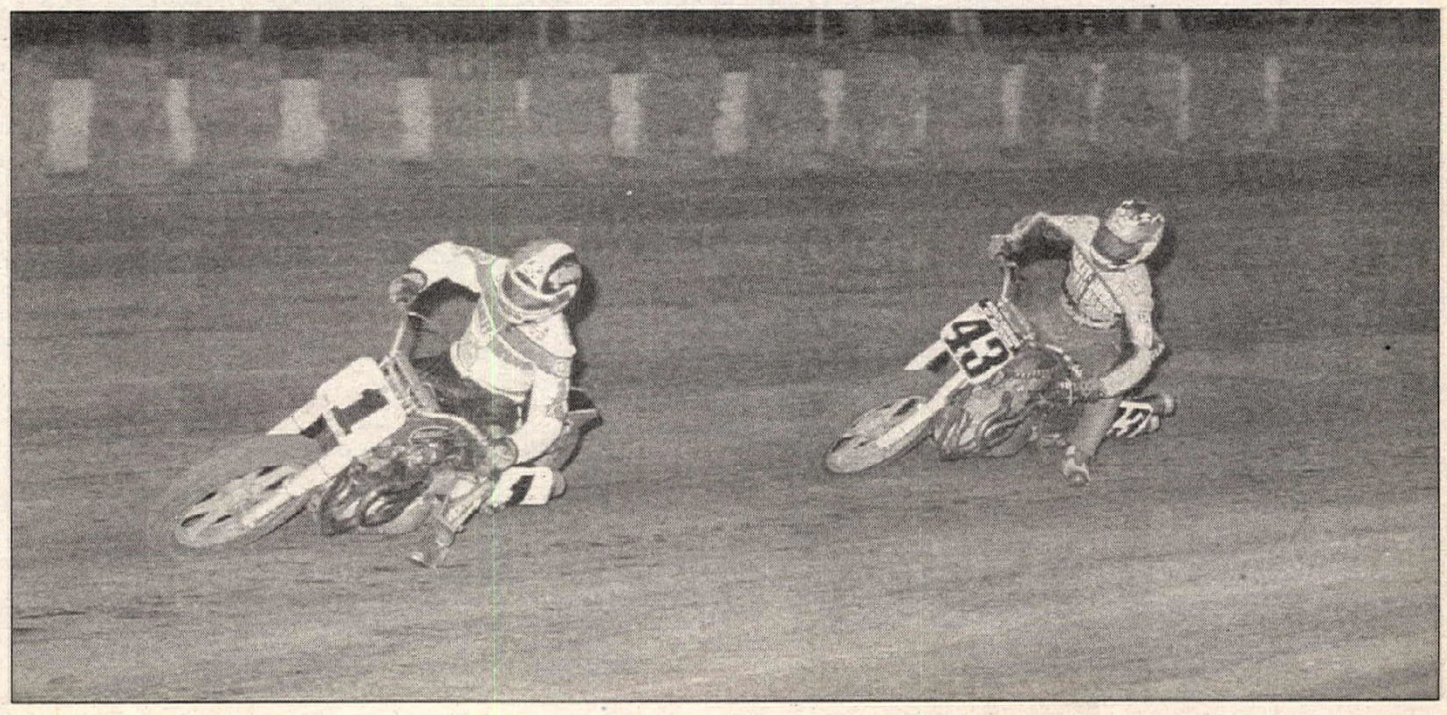
Kopp got a flier of a start in the second heat race and, like Carr, was untouchable en route to the win. But as Kopp proceeded to put over a straightaway-length's distance between himself and the rest of the pack, the battle for second remained intense. Gardner Racing/Walters Brothers Harley-Davidson's Dan Stanley held the spot for about three laps before slipping off the groove in turn two and letting Adkins Racing/Winchester H-D's Geo Roeder II and Powell Racing's J.R. Schnabel - who was subbing for the injured Dave Camlin on Camlin's Team Saddlemen/1-800-FASTHOG Harley-Davidson - ran third. Roeder and Schnabel traded the second spot twice before transferring through to the main event in second and third, respectively. But Kopp was the man to beat, or so the stopwatch said, as he stormed across the finish line to snag the win and earn the pole.

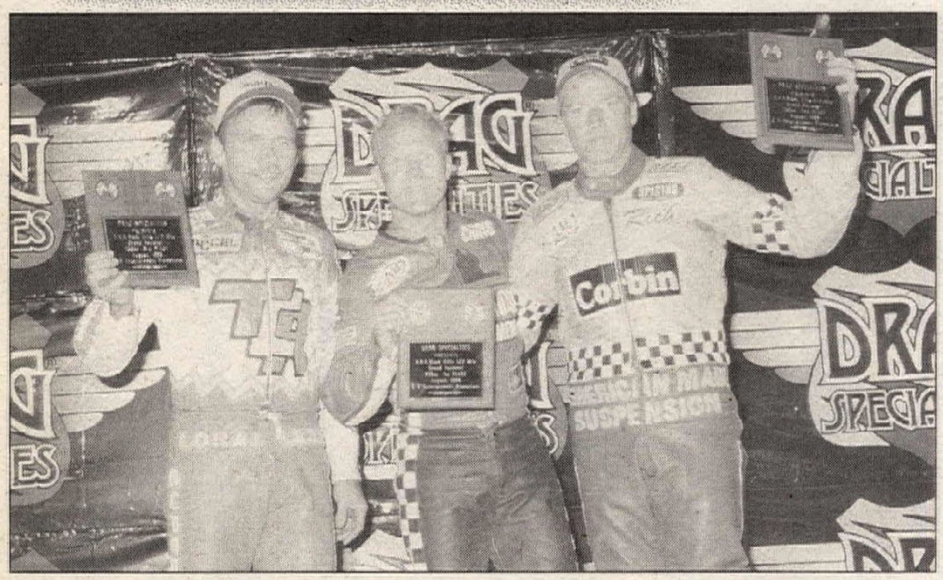
"Things are going well," Kopp said. "We made some adjustments, like lowering the forks in the triple clamps to slow the steering down, and that seemed to help a lot. We'll see. The track might change for the main event."

Heat three was a Rich King benefit, as "Mr. Consistency" lived up to his name by getting the holeshot and then methodically clicking off the 10 laps for the win, building more than a half-straightaway lead over his nearest competition.

"I think we've got a good shot tonight," King said. "We just have to find a little more horsepower. We know it's in there. She's just running a little flat on top, but looking at the lap times, it looks like we (Carr, Kopp and King) were all in the 22s at the end of the heat races. The track isn't the same as last year. It's faster, but it's going to be harder to pass on."

Behind King, Hacker and Coolbeth were engaged in a dice for second that





If anyone is going to run Parker down and claim the title, then it is going to be one of these three guys. (Left to right) Davis, Carr and King pose in Victory Circle.

carried them well away from Bartels' Harley-Davidson's Shaun Russell and safely into the big show when the checkered flag fell. Hacker just beat Coolbeth at the line for second.

Rose Racing's Kevin Varnes nailed the start at the onset of the fourth heat race and remained at the point for about three laps before Davis charged underneath Varnes coming off turn four and took the top spot away. But Varnes refused to roll over and die, and he chased Davis for the remaining seven circuits, finishing only a length or two behind at the finish. Team Undo/Donahue Harley-Davidson's Brett Landes wound up third after early third-place runner Steve Morehead bobbled and dropped back.

"I'm having trouble rolling it into the turns," Davis said. "It's like I have to wait, wait, wait to get back on it. But there is moisture there if you ride the right line."

SEMIS

H-D Central/Frontier Harley-Davidson's Dale Jenneman had the early lead in the first of the three semis, the Nebraskan being hounded by TCR riders Paul Bergstrom and Nicky Hayden. The teammates were running close on the fourth lap when they touched and Bergstrom went down against the outside wall on the straightaway off turn four. He was up quickly and would make the restart, but his chances for a Grand National berth took a turn for the worse. On the restart, Dan Butler took his USC Racing/Lancaster H-D/Dodge Brothers ride up high off turn four and into the lead. Hayden followed Butler to the finish, and both were in the main event.

The second semi pitted the old man against the kid, as Morehead led Bigelow for the first six laps before the youngster from Michigan came calling. Bigelow almost ran into Morehead off turn two on lap six, and then got a run on the veteran down the back stretch on the white-flag lap. Bigeow smoked it in underneath Morehead at the entrance to turn three, and the win was his.

In semi number three, Bartels' Harley-Davidson/RC Trucking's Jay Springsteen finally got it together after fighting to get comfortable on his machine all night. Springer dispatched early race leader Bret Beyer with an outside move on the third lap and led the rest of the race. Springsteen's 19-year-old teammate, Shaun Russell, made up for his failure to make the Peoria TT by making the Rapid City main, as he passed Beyer on lap three and then held off Corbin Racing's Gary Rogers at the finish.

GRAND NATIONAL

Carr won the drag race with Kopp, the two coming from the outside of row one, when the 18 fastest dirt trackers in the black hills thundered off the line and fought for a patch of real estate on the turn-one groove. Davis was third and had a prime viewing spot for Kopp's little faux pas in turn three.

"Man, I thought he was gonna get pitched right into the hay bales," Davis said. "He backed it in there so hard, and the rear end started coming around, and I swear he looked right at me."

Then Davis was by and into second, where he attempted to find a way around Carr as the first five laps unfolded. Further back, King was running ahead of Roeder, Parker and Kopp, while Varnes ran ahead of Hacker and Murphree. Coolbeth ran in 11th, behind Butler. Roeder would eventually drop out with a flat tire, and Varnes with a possible broken camshaft. Murphree, too, dropped back in the pack early.

Parker seemed to be really fighting his machine, and despite running fifth early, he was clearly on the ropes, as he ultimately dropped to eighth. When asked where he felt he struggled the most, Parker's reply revealed his frustration with the way the night had gone.

"On the race track," Parker said. "I don't know. We just worked our way to the back."

Up front, Davis was still on Carr, but by lap seven Carr was gaining ground, and then a slip by Davis allowed the third-placed King to do the same. But King knew that if he wanted to get by Davis, a strategy change was in order, and the Iowan started hunting lower in turns one and two, looking for a shortcut.

"Will actually showed me that line about five laps before I got by him," King said. "I just couldn't seem to make it work and go fast, but then my bike was handling well in the rough stuff. We worked hard, and it paid off."

The payoff came on lap 19, when Davis just got a little bit too high and couldn't rein it back in off turn four. King was by, giving him just six laps to catch Carr, who was already in cruise mode.

"I knew we had a good half-mile setup," Carr said. "Hell, I actually started from the front row this time - not the back. I didn't have to spot them two rows this week. We just turned the tables on 'em."

As the 25-lapper quickly drew to a close, the front four appeared to be set, with the only other action coming from the fifth and sixth spots, as Coolbeth and Hacker were hauling the freight after they had gotten by Butler and Parker. Hacker actually had fifth, but a miscue on lap 21 cost him the spot to his longtime pal.

"I went into turn one, and I hit a hole and got thrown up into the marbles," Hacker said. "I almost spun out, and by the time I got it going again, Kenny went by me. I couldn't pass him back after that because we were pretty much running even."

"I got a shitty start," Coolbeth said of his race. "I was about 13th in the first corner. Then I caught up to Mike, and if he hadn't screwed up, I don't think that I would have passed him. He was working good, and I was just following him."

When the five-lap sign was shown by AMA starter Scott Zimmerman, Carr had almost a half-straightaway lead on King, and there was nothing that the Iowan could do about it, even though he managed to shorten it some. But just as on the previous Sunday, this one belonged to Carr, who pumped his fist in the air after crossing the finish line.

"To look back where we were after Du Quoin, we were 42 points out of the lead," Carr said. "Now we're six. We'll take it. I've been focused on Scotty because he is the one with the points lead. If that were Rich, then my focus would change. But Scott's been having some real bad luck lately - it's something that we've all had - and we've gained a lot of ground on him. This is definitely a four-rider points race. Man, I love it when days go like this."

For Chris Carr, it truly was one of those days. CN

Black Hills Speedway
Rapid City, South Dakota
Results: August 5, 1998 (Round 11 of 19)

HEAT 1 (10 laps; 8 riders, top 2 transfer): 1. Chris Carr (H-D); 2. Scott Parker (H-D); 3. Johnny Murphree (H-D); 4. Bryan Bigelow (H-D); 5. Paul Morgan III (H-D); 6. Brent Armbruster (H-D); 7. Mike Varnes (H-D); 8. Jaime Aguilar (H-D).
Time: 3 min., 50.017 sec.

HEAT 2 (10 laps; 8 riders, top 2 transfer): 1. Joe Kopp (H-D); 2. Geo Roeder II (H-D); 3. J.R. Schnabel (H-D); 4. Nicky Hayden (H-D); 5. Dan Stanley (H-D); 6. Jay Springsteen (H-D); 7. Paul Bergstrom (H-D); 8. Steve Liberty (H-D).
Time: 3 min., 49.513 sec.

HEAT 3 (10 laps; 8 riders, top 2 transfer): 1. Rich King (Hon); 2. Mike Hacker (H-D); 3. Kenny Coolbeth (H-D); 4. Shaun Russell (H-D); 5. Dale Jenneman (H-D); 6. Ken Yoder (H-D); 7. Lonny Kopp (H-D); 8. Dan Butler (H-D).
Time: 3 min., 51.654 sec.

HEAT 4 (10 laps; 8 riders, top 2 transfer): 1. Will Davis (H-D); 2. Kevin Varnes (H-D); 3. Brett Landes (H-D); 4. Gary Rogers (H-D); 5. Steve Morehead (H-D); 6. Danny Koelsch (H-D); 7. Bret Beyer (H-D); 8. Billy Martin (H-D).
Time: 3 min., 51.682 sec.

SEMI 1 (8 laps; 7 riders, top 2 transfer): 1. Dan Butler (H-D); 2. Nicky Hayden (H-D); 3. Paul Morgan III (H-D); 4. Dale Jenneman (H-D); 5. Danny Koelsch (H-D); 6. Paul Bergstrom (H-D); 7. Jaime Aguilar (H-D).
Time: No time, due to restart.

SEMI 2 (8 laps; 7 riders, top 2 transfer): 1. Bryan Bigelow (H-D); 2. Steve Morehead (H-D); 3. Dan Stanley (H-D); 4. Ken Yoder (H-D); 5. Mike Varnes (H-D); 6. Steve Liberty (H-D); 7. Billy Martin (H-D).
Time: 3 min., 05.551 sec.

SEMI 3 (8 laps; 6 riders, top 2 transfer): 1. Jay Springsteen (H-D); 2. Shaun Russell (H-D); 3. Gary Rogers (H-D); 4. Bret Beyer (H-D); 5. Brent Armbruster (H-D); 6. Lonny Kopp (H-D).
Time: 3 min., 07.989 sec.

GRAND NATIONAL (25 laps; 18 riders): 1. Chris Carr (H-D); 2. Rich King (Hon); 3. Will Davis (H-D); 4. Joe Kopp (H-D); 5. Kenny Coolbeth (H-D); 6. Mike Hacker (H-D); 7. Dan Butler (H-D); 8. Scott Parker (H-D); 9. Bryan Bigelow (H-D); 10. Jay Springsteen (H-D); 11. Johnny Murphree (H-D); 12. Steve Morehead (H-D); 13. Shaun Russell (H-D); 14. Nicky Hayden (H-D); 15. Kevin Varnes (H-D); 16. Brett Landes (H-D); 17. J.R. Schnabel (H-D); 18. Geo Roeder II (H-D).
Time: 9 min., 40.480 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 11 of 19 events): 1. Scott Parker (166/4 wins): 2. Rich King (162/1); 3. Chris Carr (160/2); 4. Will Davis (141/2); 5. Joe Kopp (95); 6. Steve Morehead (90); 7. Jay Springsteen (88); 8. Geo Roeder II (83/1); 9. Mike Hacker (81); 10. Bryan Bigelow (78); 11. Kevin Varnes (66); 12. Dan Stanley (60); 13. Davey Camlin (57); 14. Dan Butler (42); 15. Nicky Hayden (39); 16. Brett Landes (38); 17. (TIE) Steve Beattie/Terry Poovey (36); 19. (TIE) Kenny Coolbeth/Paul Morgan III (33).

Upcoming Rounds:
Round 12 - Joliet, Illinois, August 8
Round 13 - East Moline, Illinois, August 15

Briefly...

Peoria injury update: As we previously reported, **Dave Camlin** underwent surgery to have pins and an external fixator rod inserted in his left hand as the result of his crash at the Peoria TT. Camlin was released from St. Francis Medical Center on Tuesday, August 4, and is expected to be out for the season. Also likely to be out for the rest of the year is **Steve Beattie**. The Canadian racer who was involved in that first-heat, multirider pile-up has sustained fractures to his T-5 and T-6 vertebrae. The fractures are stable, and thus present no danger of paralysis, but Beattie will be fitted with a special back brace before being released from St. Francis Medical Center.

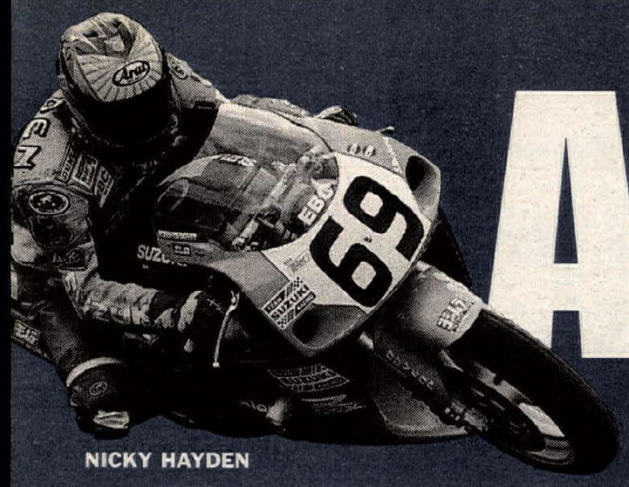
In the absence of Davey Camlin, **J.R. Schnabel** was aboard Camlin's Skip Eaken-prepared Team Saddlemen/1-800-FASTHOG Harley-Davidson for the Rapid City Half Mile, giving the former Rookie of the Year a golden opportunity to work with the championship-winning tuner. "He's just going to ride it tonight," Eaken said. "I already build engines for his sponsor, Bill Powell, and the Powells didn't come here. So he's riding it tonight. I still have to talk to (team owner) Pat Moroney and see what we're going to do for the rest of the year."

For his part, **J.R. Schnabel** was more than pumped to have the chance to work with Eaken. "This is definitely a good opportunity," Schnabel said. "It's a good chance to work with Skip, to try something different, and to work with some different chassis than I normally ride." Schnabel wound up 17th in the main event.

The *other kind* of one of those days: **Scott Parker** had his day start to go bad right from practice, when the champion crashed in turn three, forcing Bill Werner and company to thrash to get Parker's motorcycle repaired before the main event. "I just got the rear wheel up into the loose stuff and spun it around," said Parker, who was uninjured in the crash. "I thought it was going to come after me there for a second." Parker's crew swapped the forks and straightened the dings in plenty of time for him to answer the call for his scratch heat, in which he finished second to Rich King.

Jay Springsteen was back on the AMA Grand National Championship trail after having missed the Peoria TT. "Yeah, we were up in Canada, running a National race in Quebec City," Springer said. "It was fun. We got to go up for a practice session in front of the TV cameras. Then Thursday we went fishin', then we came back and run the race. I won the 750cc class and they loaned me an 883, and I won on that. It was a good time, and we got to leave with a lot of their money, except their money ain't worth much when you change it back over."

Will Davis and the **Tom Cummings Racing Team** are looking to raise money via the raffling of a "Will Davis Signature Model" Harley-Davidson Sportster 1200 Sport, which was put up by the North Carolina Harley-Davidson Dealers Association. "We've gotten help from both the North Carolina and Michigan Harley Dealers Associations," Davis said. "We're selling tickets for $5 apiece, and we're limiting the raffle to 5000 tickets. All the proceeds will go to the team." Tickets for the bike, which will be raffled off on September 18 at the Asheville, North Carolina, MARS race, can be purchased at the TCR team transporter at all remaining Grand National races prior to that date.



NICKY HAYDEN

APPARENTLY, STREAKING IS MAKING A COMEBACK.

Suzuki riders are well-known for letting it all hang out on the racetrack, and it's been paying off huge. Suzuki kept up its winning ways in Brainerd with Aaron Yates of Team Yoshimura Suzuki claiming victory in the 600 Supersport after setting the pole in qualifying. That's back-to-back wins and back-to-back pole positions for the always-intimidating GSX-R600. Also showing his stuff was Team Suzuki Sport rider Nicky Hayden, who rode away with the win in the 750 Supersport. To make matters worse for the competition, Suzuki riders not only crowded the podium in all three main events at Brainerd, but won all three poles. Overall, this audacious display just left the crowd staring in amazement. Also amazing is the fact that the bikes these Suzuki streakers used to wow the crowd are virtually the same ones available at your local Suzuki dealer. So come by and check them out, but if you have any kids, you might want to cover their eyes.

AARON YATES

Suzuki wins 600 and 750 Supersport races in Brainerd, keeping the winning streak alive.

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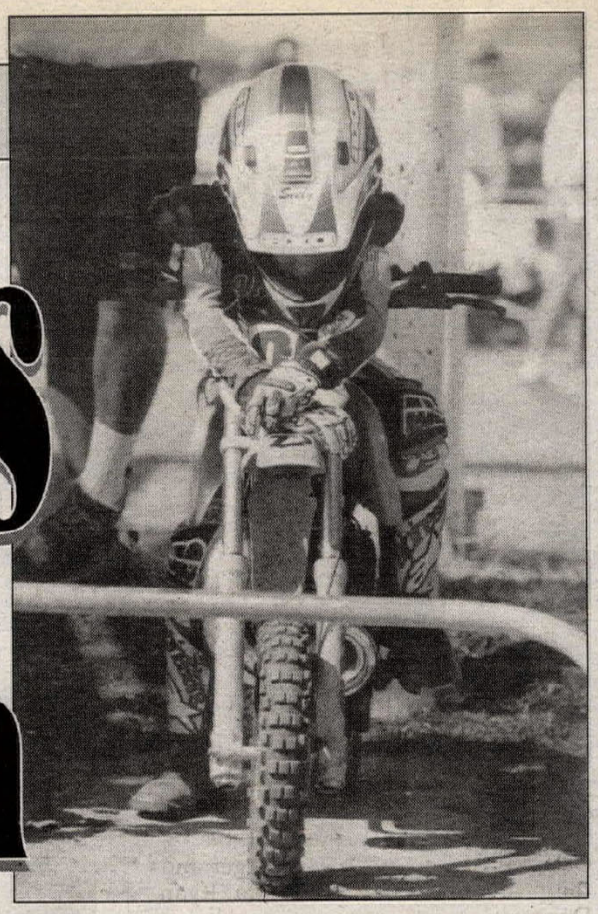
Jesseman, Bess fly high



By Matt Draper
Photos by Jeff Cox

PONCA CITY, OK, JULY 28-AUG. 1

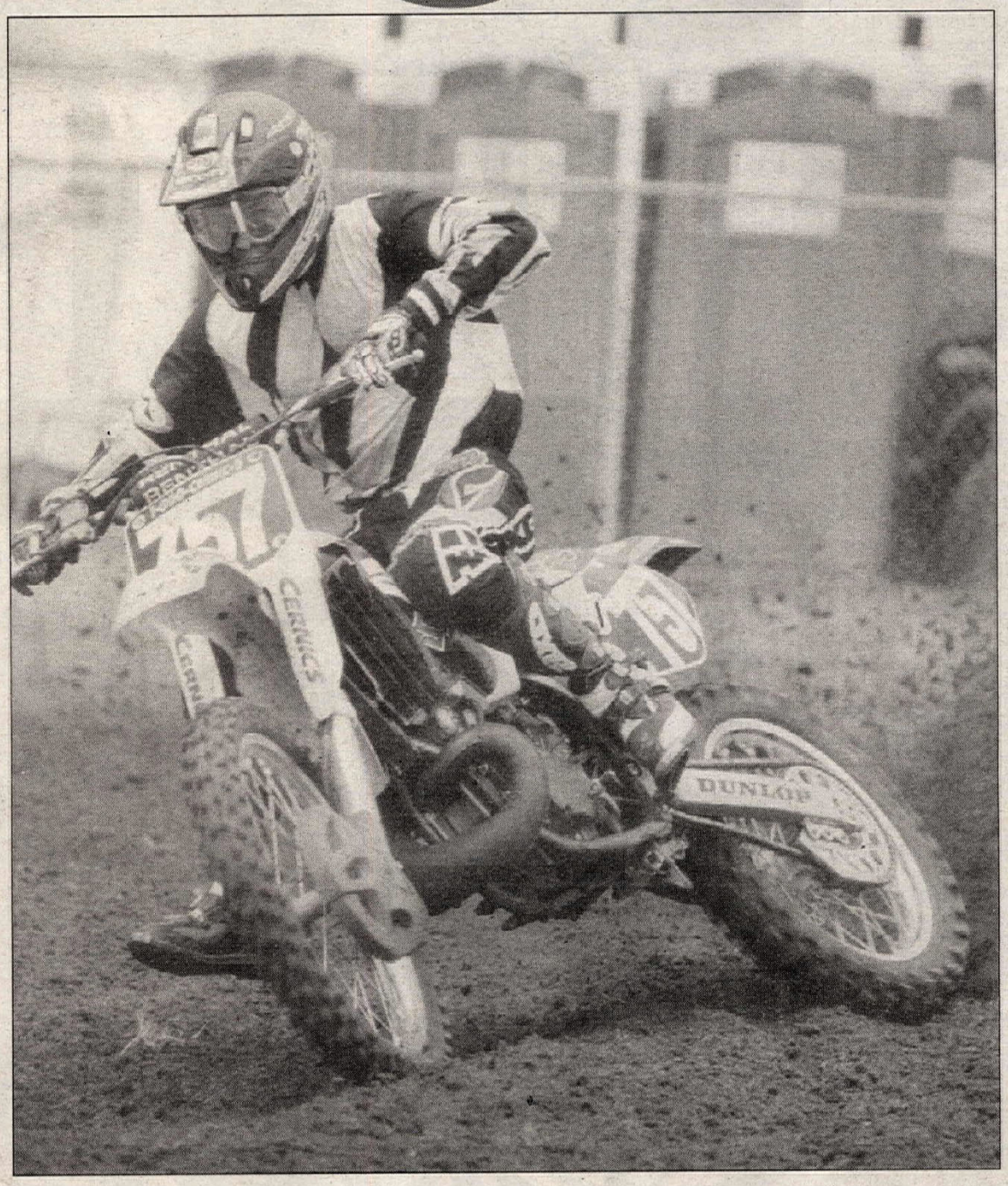
If you looked closely around the pits at the 23rd annual NMA Grand National Championship of Motocross, you may have noticed quite a few people crossing their fingers as they looked skyward. Thunderstorms, which rolled in for two consecutive days prior to the event, dumped several inches of rain on the Ponca City area, and the chance of additional storms was better than 50 percent each ensuing day. NMA president Ron Henricksen called in his "cavalry" and the track crew scraped, shaped and chiseled each turn, straightaway and obstacle with amazing skill. In fact, after half a day of practice, the circuit - coupled with the crew's hard work - provided supreme racing conditions for the hundreds of riders (which added up to approximately 1300 entries, claims Henricksen) from 41 states and five countries, including Argentina, New Zealand, Chile, and Canada. As the rain stayed away, cloudy skies helped keep the temperatures in check the entire week, hovering around 90 each day. Apparently, the conditions met with the approval of Pennsylvania's Branden Jesseman.

The Cemic's Suzuki-backed rider was the top finishing Pro at Ponca for the week, taking home class championships in 125cc Stock and 250cc Modified classes. Jesseman finished ahead of NCY Yamaha's Keith Johnson and YZ-mounted Donovan Mitchell in the 125cc Stock class and bested Chaparral Yamaha's Danny Carlson and Suzuki rider Jason Partridge in the 250cc Modified class.

Mitchell, from Orangevale, California, however, turned the tables on Jesseman in the 125cc Modified class. Mitchell's 3-1 finishes topped the 1-3 turned in by Jesseman for the overall victory. Team Green rider Travis Hodges took third overall with a 5-2 score.

The final Pro class, the 250cc Stock division, was won by Hodges' Kawasaki teammate Travis Riley. The Burleson, Texas, resident edged Carlson with a 1-3 score, while Carlson carded a 3-2 for second overall. Again on the podium was Jesseman, filling out the top three with 5-1 finishes. In all, Jesseman won six of the eight motos he entered.

Another Suzuki rider, Shane Bess, scored big at Ponca, winning the 80cc (12-13) Modified and Super Mini classes. In the Super Mini class, Bess topped Kawasaki-mounted James Marshall of Texas and Yamaha rider Michael Blose of Phoenix, Arizona.



In 80cc (12-13) Modified action, Bess battled with fellow Suzuki rider Gene Stull. Each won their respective divisions, and the run-off win went to Bess, just ahead of the Yamaha of Jimmy Nelson. Third overall went to Stull.

Stull, from Gibsonia, Pennsylvania, rebounded to take the Championship in the 80cc (12-13) Stock class, topping Bess and New Zealand's Ben Townley.

In what were perhaps the most hotly contested events, Yamaha's Ivan Tedesco came away with two titles in Intermediate-level racing. Tedesco took home the gold in the 125cc Open Non-Pro division over his Albuquerque neighbor and fellow Yamaha pilot Kevin Johnson. Bobby Bonds made it a Yamaha sweep by filling the final podium spot in that class. Tedesco also won the 125cc Stock Intermediate class, again getting the best of Bonds, and also Team Green rider Andrew Short.

(Left) Suzuki's Branden Jesseman captured two titles at Ponca City, winning both the 125cc Stock and 250cc Modified Pro classes. (Above) KTM rider Cole Seely relaxes before winning two championship titles in Pee Wee racing.

Johnson came back to taste victory in 125cc Modified Intermediate action over the Suzuki of Nick Metcalf and Kawasaki's Short. Johnson was rewarded for his consistency, while the two division winners, Bonds and Tedesco, faltered in the final. Bonds DNFed and Tedesco struggled to a 14th-place finish.

Bonds secured a championship by going 1-2 in the 250cc Modified Intermediate class. His score edged out Wisconsin's Chad Johnson, who posted a 4-1 tally. Ulysses, Kansas, resident Metcalf rounded out the top three with a 3-4.

Short brought home a title for himself, winning the 250cc Stock Intermediate class with a perfect 1-1 score. Johnson settled for second, followed by Bonds.

In addition to Jesseman, Bess and Tedesco, KTM's Cole Seely was a double class winner, as well. Seely rocketed his pumpkin-colored pee-wee to class wins in 50cc (7-8) Modified and Super Pee Wee action. Seely outgunned the Cobras of Kenny Henry and Sean Hackley Jr. to take the Super Pee Wee title. Seely had more where that came from, again putting it to the Cobras in the 50cc (7-8) Modified class. Seely finished just ahead of Zach Osborne and Branden Miller.

Osborne, a double class winner himself, was not to be outdone by Seely. The Abingdon, Virginia, resident won titles in the 50cc (7-8) Stock and 60cc (6-8) Stock classes over some very stiff competition. On the 50, the Cobra-mounted Osborne outdueled Seely for the win, followed by Henry in third. On the 60, Osborne edged Joseph Marburger and the pride of Carver, Minnesota, Ryan Dungey.

Another 60cc hotshot, Joshua Hill, was very impressive at Ponca. Hill was definitely in "the zone" as he laid waste to the 60cc (6-8) Modified class. Sweeping both motos, Hill had amassed a lead of five seconds over second place by the end of lap one. Hill cruised to the title ahead of Osborne and Chad Gores.

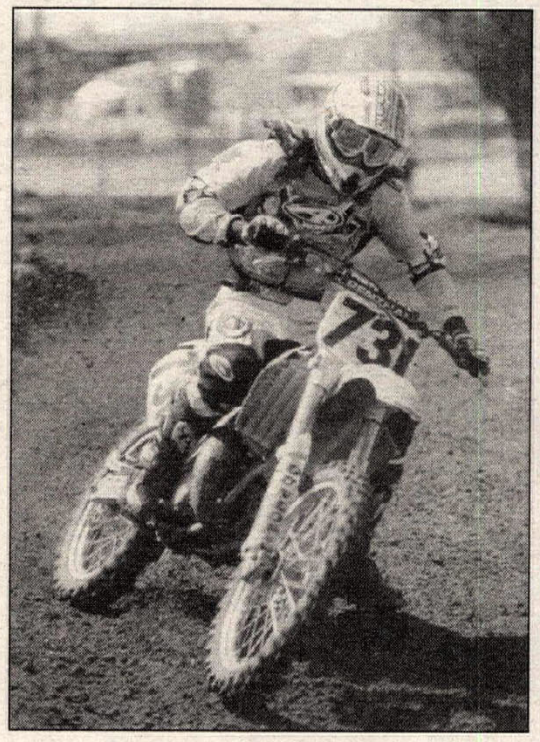
Kyle Partridge won a title in the 80cc (0-11) Stock class, followed by Florida's Kyle Chisolm and Georgia's Andrew Matusek in second and third, respectively.

Chisolm rebounded to take home a championship in 60cc (9-11) Modified action over California's Cas Swift and Utah's Beni Williams.

Oklahoma's Chad Cook turned in consistent 2-2 finishes, giving him the overall in the 80cc(14-16) Stock class. The first moto winner, Team Green's Adam Mennenga, could only muster a fourth in moto two, good enough for second overall. Honda-mounted Colt Humphrey went 5-1 for third-place honors.

Mennenga, from Moody, Texas, bounced back to win a title in 80cc (14-16) Modified action. This time, Mennenga left nothing to chance, posting perfect 1-1 scores to take the victory over Blose and Humphrey.

In the 125cc Stock and Modified Novice classes, Texan Justin Smith proved to be the one to beat. The Kawasaki rider swept all four motos, which is a good indication that he is ready to step up to the Intermediate wars in the near future. Yamaha-mounted Randy Norman equaled Smith's Novice-class heroics, winning titles in the 250cc Stock and Modified classes. Norman, from Livermore, California, also took home second-place honors in 125cc Modified action. CN



(Above) Mark Thompson (41) grabs the holeshot over Ivan Tedesco (8), Kevin Johnson (5), Bobby Bonds (129) and Aaron Baker (248) during 125cc Stock Intermediate action. Tedesco won the moto and the class championship. (Left) Team Green's Travis Riley went 1-3 to earn a title in the 250cc Stock Pro class. (Right) Perfect form led to perfect 1-1 scores for Adam Mennenga in the 80cc (14-16) Modified class.

Ponca City MX
Ponca City, Oklahoma
Results: July 28-August 1, 1998

50 STK (0-6): 1. Colton Bailey (Cob); 2. Michael Hall (Cob); 3. Michael McArthur (Cob); 4. Chaz Holladay (Cob); 5. Devin Burks (Cob).

50 MOD (0-6): 1. Michael Hall (Cob); 2. Chaz Holladay (Cob); 3. Devin Burks (Cob); 4. Michael McArthur (Cob); 5. Forrest Lane (Cob).

50 STK (7-8): 1. Zach Osborne (Cob); 2. Cole Seely (KTM); 3. Kenny Henry (Cob); 4. Mike Meade (Cob); 5. Trey Canard (Cob).

50 MOD (7-8): 1. Cole Seely (KTM); 2. Zach Osborne (Cob); 3. Branden Miller (Cob); 4. Cameron Smith (Cob); 5. Bryce Terzian (KTM).

S/P/W: 1. Cole Seely (KTM); 2. Kenny Henry (Cob); 3. Sean Hackley Jr. (Cob); 4. Mike Meade (Cob); 5. Ricky Renner (Lem).

60 STK (6-8): 1. Zach Osborne (Kaw); 2. Joseph Marburger (Kaw); 3. Ryan Dungey (Kaw); 4. Mark Proscelle Jr. (Kaw); 5. Branden Miller (Kaw).

60 MOD (6-8): 1. Joshua Hill (Kaw); 2. Zach Osborne (Kaw); 3. Chad Gores (Kaw); 4. Joseph Marburger (Kaw); 5. Ryan Dungey (Kaw).

60 STK (9-11): 1. Grant Moreland (Kaw); 2. Robert Memoli (Kaw); 3. Beni Williams (Kaw); 4. Cas Swift (Kaw); 5. Justin Keeney (Kaw).

60 MOD (9-11): 1. Kyle Chisolm (Kaw); 2. Cas Swift (Kaw); 3. Beni Williams (Kaw); 4. Robert Memoli (Kaw); 5. Paul Pearcy (Kaw).

80 STK (0-11): 1. Kyle Partridge (Suz); 2. Kyle Chisolm (Kaw); 3. Andrew Matusak (Suz); 4. Brandon Layton (Yam); 5. Jarred Browne (Suz).

80 MOD (0-11): 1. Brandon Layton (Yam); 2. Kyle Chisolm (Kaw); 3. Jarred Browne (Suz); 4. Kyle Partridge (Suz); 5. Pablo Quintanilla (Kaw).

80 STK BEG (12-16): 1. Robert Robinson (Yam); 2. Dustin Jones (Hon); 3. Andy Allison (Yam); 4. Jon-Paul Powell (Hon); 5. Kyle Coffman (Hon).

80 STK (12-13): 1. Gene Stull (Suz); 2. Shane Bess (Suz); 3. Ben Townley (Kaw); 4. Jinimy Nelson (Yam); 5. Michael Chiudioni (Yam).

80 MOD (12-13): 1. Shane Bess (Suz); 2. Jimmy Nelson (Yam); 3. Gene Stull (Suz); 4. Ben Townley (Kaw); 5. Chris Phelan (Yam).

80 STK (14-16): 1. Chad Cook (Yam); 2. Adam Mennenga (Kaw); 3. Colt Humphrey (Hon); 4. Billy Laninovich (Yam); 5. Troy Adams (Yam).

80 MOD (14-16): 1. Adam Mennenga (Kaw); 2. Michael Blose (Yam); 3. Colt Humphrey (Hon); 4. Billy Laninovich (Yam); 5. Dusty Fountain (Suz).

S/MINI (0-16): 1. Shane Bess (Suz); 2. James Marshan (Kaw); 3. Michael Blose (Yam); 4. Chad Cook (Yam); 5. Brandon Beabout (Kaw).

125 OPEN NON-PRO: 1. Ivan Tedesco (Yam); 2. Kevin Johnson (Yam); 3. Bobby Bonds (Yam); 4. Andrew Short (Kaw); 5. Chad Johnson (Kaw).

125 STK BEG: 1. Trey Doughty (Kaw); 2. Sean Roberts (Yam); 3. Chris Crawford (Kaw); 4. Travis Alexander (Suz); 5. Cody Dunfee (Yam).

125 MOD BEG: 1. Trey Doughty (Kaw); 2. Chris Crawford (Kaw); 3. Sean Roberts (Yam); 4. Travis Young (Kaw); 5. Chase Dunfee (Yam).

125 STK NOV: 1. Justin Smith (Kaw); 2. Randy Norman (Yam); 3. Cody Beck (Yam); 4. Ty Conner (Kaw); 5. Ryan Metzler (Suz).

125 MOD NOV: 1. Justin Smith (Kaw); 2. Randy Norman (Yam); 3. Levi Humphrey (Hon); 4. Ty Conner (Kaw); 5. Ryan Green (Yam).

125 STK INT: 1. Ivan Tedesco (Yam); 2. Bobby Bonds (Yam); 3. Andrew Short (Kaw); 4. Michael Sleeter (Yam); 5. Kevin Johnson (Yam).

125 MOD INT: 1. Kevin Johnson (Yam); 2. Nick Metcalf (Suz); 3. Andrew Short (Kaw); 4. Beau Boynton (Kaw); 5. Michael Sleeter (Yam).

125 STK PRO: 1. Branden Jesseman (Suz); 2. Keith Johnson (Yam); 3. Donovan Mitchell (Yam); 4. Danny Carlson (Yam); 5. Travis Riley (Kaw).

125 MOD PRO: 1. Donovan Mitchell (Yam); 2. Branden Jesseman (Suz); 3. Travis Hodges (Kaw); 4. Danny Carlson (Yam); 5. Paul Carpenter (Kaw).

250 STK NOV: 1. Randy Norman (Yam); 2. Ty Conner (Kaw); 3. Chris Husack (Kaw); 4. M.J. Dodson (Yam); 5. Chris Reed (Kaw).

250 MOD NOV: 1. Randy Norman (Yam); 2. Ty Conner (Kaw); 3. Chris Husack (Kaw); 4. Ryan Metzler (Suz); 5. Dale Tinsley (Hon).

250 STK INT: 1. Andrew Short (Kaw); 2. Chad Johnson (Kaw); 3. Bobby Bonds (Yam); 4. Dusty Emerson (Yam); 5. Nick Metcalf (Suz).

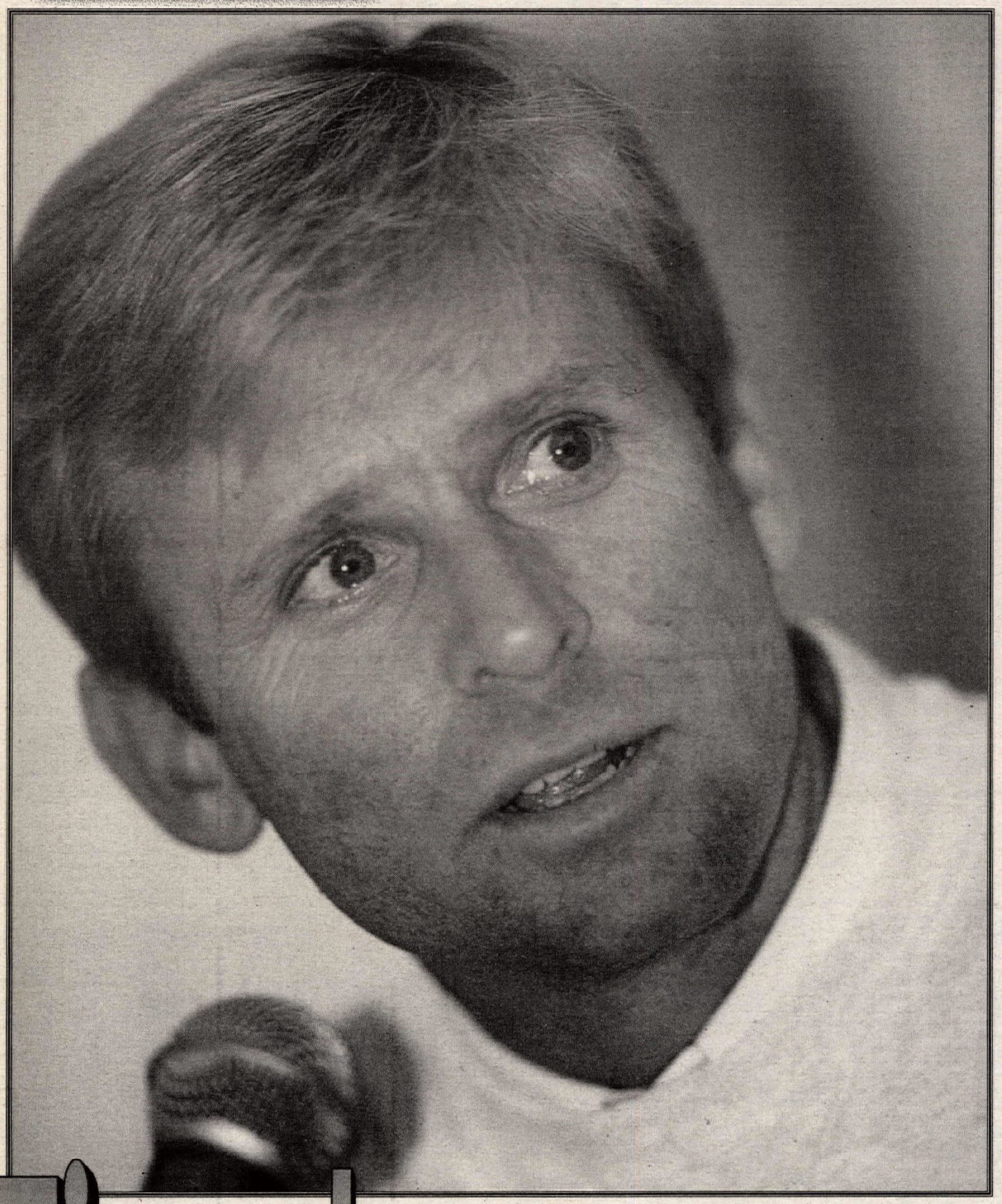
250 MOD INT: 1. Bobby Bonds (Yam); 2. Chad Johnson (Kaw); 3. Nick Metcalf (Suz); 4. Beau Boynton (Kaw); 5. Ryan Wallace (Kaw).

250 STK PRO: 1. Travis Riley (Kaw); 2. Danny Carlson (Yam); 3. Branden Jesseman (Suz); 4. Keith Johnson (Yam); 5. Cory Francis (Suz).

250 MOD PRO: 1. Branden Jesseman (Suz); 2. Danny Carlson (Yam); 3. Jason Partridge (Suz); 4. Keith Johnson (Yam); 5. Travis Hodges (Kaw).

30+ NON-PRO: 1. Monte Hill (Kaw); 2. Wendell Simmons (Yam); 3. Tracy Lubbering (Suz); 4. Chris Swift (Yam); 5. Larry Yeager (Yam).

(Left) Kyle Partridge cruised to victory in the 80cc (0-11) Stock class. (Right) Kyle Chisolm won the 60cc (9-11) Modified class and took second in the 80cc (0-11) Stock and Modified divisions.



Time to move on

By Henny Ray Abrams
Photos by Gold & Goose and Eric Kolb

He has been a part of motorcycle racing as long as we can remember - the one with the handsome blond surfer looks, the tenacity of a bulldog, and the heart of an ox. He did everything there was to do, then he did it again, and, for good measure, a third time. The standards that he set for dedication - physically, mentally, and emotionally - are beyond the comprehension of all but a very few. He thought he could pass it on to the next generation, the right way to do it, the way that worked for him, but he can't. And so he has decided to move on to the next phase of his life, a phase where he'll do something he hasn't done for as long as he can remember: He'll stay at home and try to lead a normal life.

Life will never be normal for Wayne Rainey; it never was, it never could be. He suffered from that rare affliction known as perfection and it has haunted him all his waking days. Even when he reached the very pinnacle of racing, the 500cc World Championship, he wasn't content. He had to win it again, and again, and again. And on the fourth attempt, he was trying so hard, and he was so wound up in the ultimate goal, so focused, that he made a mistake that would cost him the use of his legs.

That would slow most of us down, and it slowed Rainey down, too, but not for long. The next logical step was to pick himself up, dust himself off, and find a way to put his skills to use. It was inevitable that he would manage a team, which he did, but not with anywhere near the success he had on the track. There were many reasons - the travel, the hardship on his family, the lack of control; a result of no sponsorship. And then there were the riders, who Rainey discovered simply didn't get it. They didn't get the work, the sacrifice, and the total dedication to purpose. They'd gotten to where they were with short-cuts, and they were young, and they didn't see why they couldn't keep doing it that way. But Rainey did, and it tore him up inside and now it's time to say good-bye.

For someone who spent his whole life in motorcycle racing, Rainey is having a remarkably easy time leaving. One of the reasons is that family comes first. His son Rex is growing up quickly and he wants his son to have the stability that he never chose.

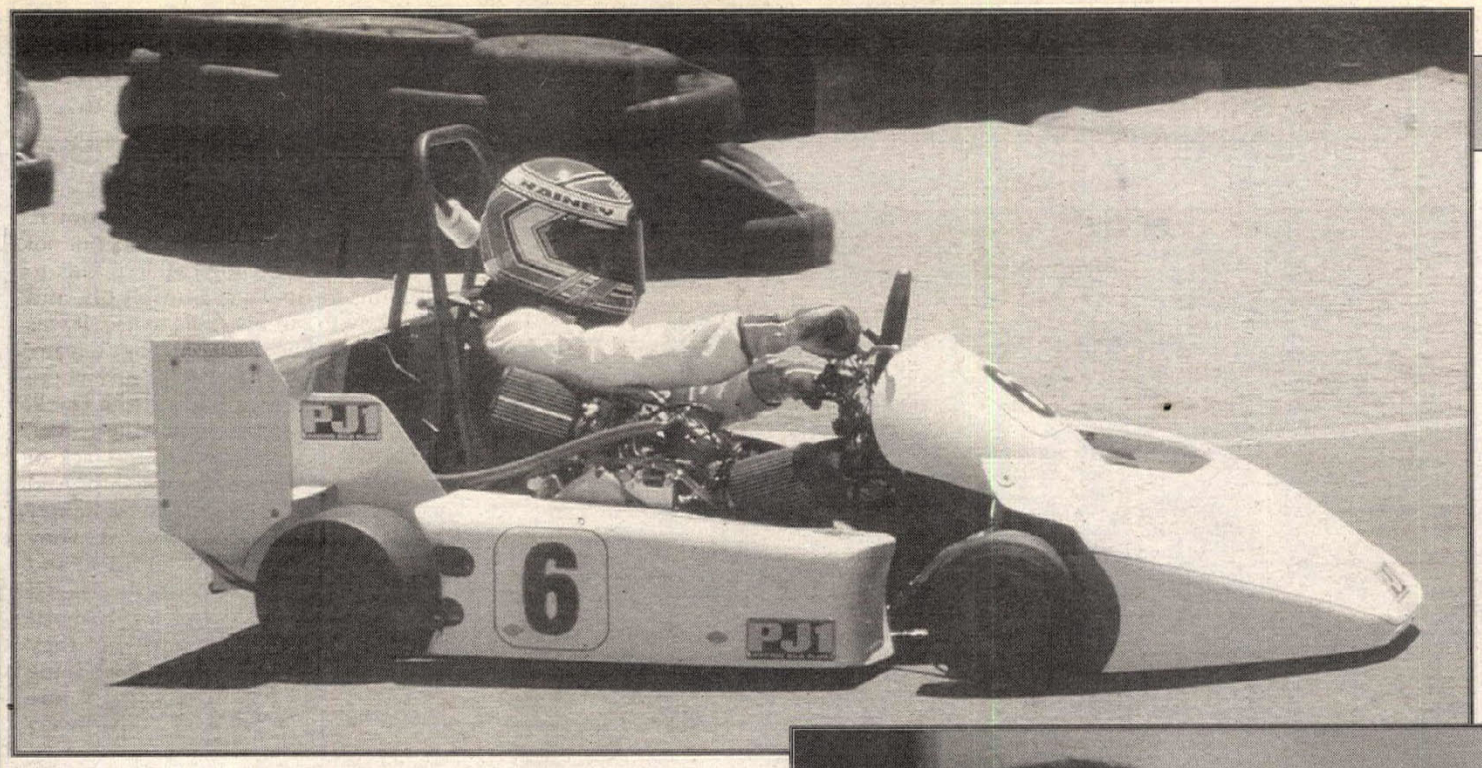
"Rex is going to start school, and, when I'm home, I really have to think what a good reason is to try to get pumped up to leave," Rainey said recently during an interview in his mobile office at the British Grand Prix. "My home's in California, and to run the team properly you should really base everything out of one office in Europe. The way I've done it in the past has worked well, but I know to go one better I'd have to base everything in Europe - and I'm not willing to live in Europe.

"I think Rex, all his life, has woken up in rental cars, hotel rooms and airplanes, and for a kid, that's normal. He could adjust to that, no problem. That's normal for Rex. He didn't know anything and that was fine. I know when he starts school I'm going to want him to be real stable so he can learn well. Being in Monterey, where his school is, and where my home is - that's my base. It wasn't a hard decision. I've been thinking about that for a couple of years. Shae (Rainey's wife) and I have been talking about it, about stopping. It was just never really right for me and for all my situations. The last couple of years I wasn't real pumped up about the whole setup that I was putting myself through."

What he was putting himself through was a physical regimen that would never be prescribed for someone adjusting to life in a wheelchair. There was virtually no break. His career-ending accident happened in August of 1993, and he was managing a 250cc team the following season. It was thought, at the time, that it would be good therapy. But the demands on his body, his time, his family, were something which he never got over.

"Yeah, I'm glad I did it, but you're also wondering, as you do with a lot of decisions in life, What if?" Rainey said. "What if I hadn't come back so soon? Would I feel a lot better than I do now as far as where my rehabilitation has gone? Looking back, it was an easy thought for me just to say, 'It would have been a lot better physically, I could've learned a lot more about my body in one year of just staying home and not making any commitments.' When I came to the team, it was kind of a way to avoid the situation that I was in at the time. In that regard, it helped me."

But what managing a team could never do was replace racing. Watching Mick Doohan during the final minutes

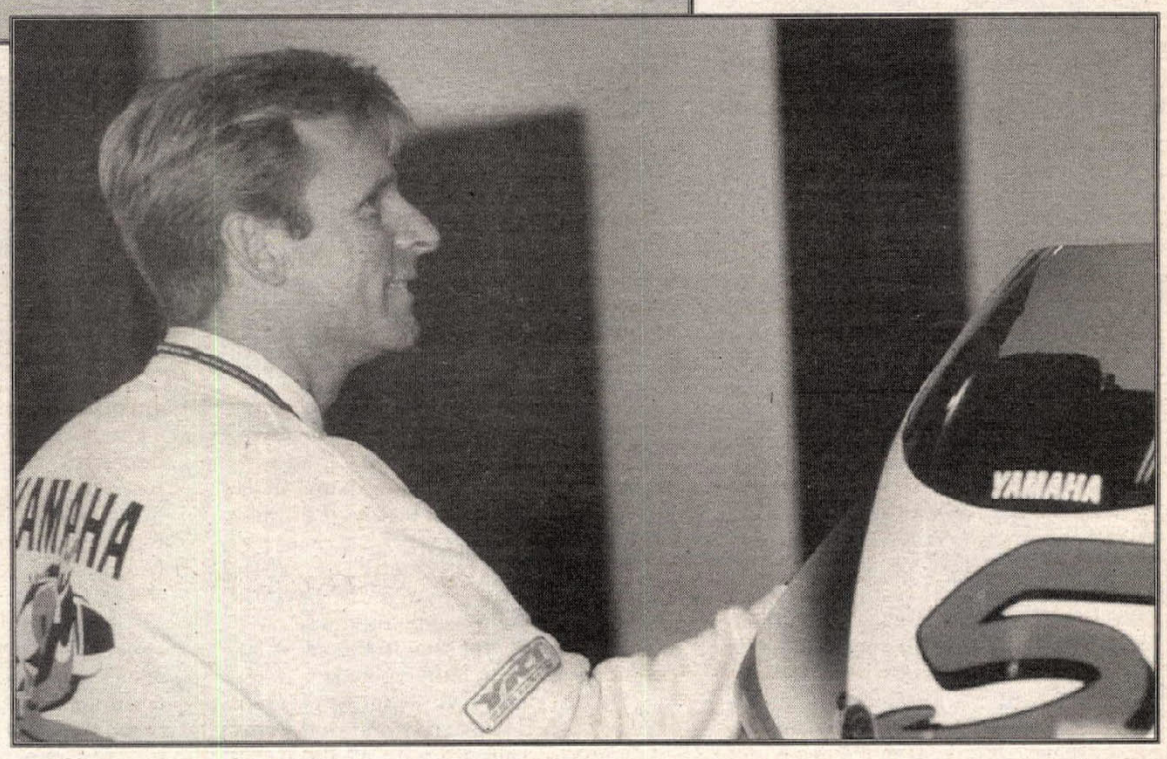


of qualifying for the British Grand Prix, he leaned over to a friend and said, "This is the part I still miss." What he misses is getting the very most out of the bike, trying to be the best on that day, at that track. There were times, when he first returned to the track, that he would watch the riders doing what he used to do, only not as well, and break down in tears.

"I think I've always thought of myself as more of a rider than as a team manager," Rainey said. "As far as working with my guys and working with Yamaha, that was always pretty easy. And working with sponsors and stuff. I still had that inner struggle about what I thought was right to run the bikes. So, after the injury, I had my riders and I was trying to help show them how I did it, and there were a lot of walls being put up. And for me, that was something new that I'd never experienced before. I just thought it would be pretty easy to pass on my knowledge. As I found out, it's just about impossible."

Rainey felt the riders understood, but the way that they'd come into racing was quite a bit different than how he had come. Rainey had come up through the dirt tracks, picked up road racing, won an AMA Superbike title on the Muzzy Kawasaki in 1983, then had the team fall out from under him. The next year he was in Europe racing for Kenny Roberts on a Yamaha 250 and struggling. It was a valuable lesson, and he took it back to the United States, where he won another AMA Superbike title in 1987 before heading back to Europe. Even then, he didn't win the first of his three consecutive 500cc titles until 1990.

"I wasn't a World Champion until I was 30," Rainey said. "And now you've got guys 18, 19 years old that the world watches every move they make. So I think they get a little disillusioned about what they think is putting in a good effort compared to what I think. My way, to me, as I realized later, was a lot of work. And never being happy with even a little bit of success just was never enough. And I'm not sure all these young guys coming into the sport have had the opportunity before they got here just to figure out what it takes to be good. Because when you get here, and you've got new tires on your bike and new parts and you've got trainers, and you've got press people and hospitality and people are giving you stuff. I think you're 19, 20, 21 years old, you think, 'Oh, this isn't so bad.' I think that's what's wrong with the sport. It's not just Grands Prix. I think it's superbikes and it's motocross. It's just that the world has opened up. I think, overall, Grand Prix racing is huge throughout the world. And, now, even in American Superbike there are a lot of rides available - but there's not a lot of riders. A lot of the guys who get put on there don't have much experience, and they're young. I think they lose sight of what the real program is. It's going to be interesting to see what these young guys do when they're 28, 29. They might even be burned out by then."



Retiring, but not slowing down: Wayne Rainey may be hanging up his duties as team owner, but he definitely won't be idle in his retirement. The three-time 500cc World Champion is quickly getting up to speed in a go-kart, and he may end up racing cars in the near future.

The one rider Rainey holds in high esteem is Mick Doohan, though he's somewhat ambivalent. He doesn't believe that Doohan's reign has necessarily been good for the sport and he was especially stung by criticism Doohan made of both Rainey and Kevin Schwantz - about how tough they'd find it these days.

"I think the one good thing about having Mick around is, I can still see one guy that's doing a lot similar to what I did," Rainey said. "And he's the only guy I see in any class anywhere. He goes out and he tries hard and he's riding a bike that I understand very well - and he's never happy with the result. I was talking to him yesterday and I asked, 'Why were you doing 2:04s at Assen?' He said, 'You know, Wayne, these guys only go as fast as I want.' I can't imagine. In the old days with Schwantz and (Eddie) Lawson and (Wayne) Gardner - he would've been passed. What Mick is having to do now, he never would've done that with us. And now I feel this frustration with Mick because these guys are not racing him, they're just following him around."

To beat Doohan, you to have to beat him at his own game, and no one has figured that out - with the exception of Team Kanemoto Honda's Max Biaggi at the season-opening race at Suzuka. Biaggi went out and kept on going. Long before Doohan had any problems, Biaggi's plan was to get away and make Doohan race him. It has been the most dominant performance of the year, rivaled only by Red Bull Yamaha WCM Simon Crafar's win at Donington Park.

"You look at Mick his rookie year, and then you look at some of these guys their rookie years, like Biaggi," Rainey said. "I mean this guy (Biaggi) has six or seven races and he's right on Mick. But these guys aren't taking the race to him. These guys - Mick's got them psyched out. He's out there every time, every qualifying session, every test session, every warmup, every race - he is going maximum. And there are a lot of times when he'll have a second and a half on these guys. I'm sure he's just going, 'What are these guys doing?'"

It was his inability to instill that mindset into his riders that so frustrated Rainey.

"I think what they think is, 'We're not Wayne Rainey, we're not Mick Doohan,'" Rainey said. "And Luca (Cadalora) said it before, 'I'm not Wayne Rainey, so don't expect Wayne Rainey-type things.' You look at when Mick and I and Kevin were rookies, we were not always up there. And it seems that now the rookies are real close because there's only one guy. And in the old days there were four or five."

Quick success is what spoiled many of today's riders, Rainey believes. He's had a number of young riders - Loris Capirossi, Norick Abe, Tetsuya Harada and now Jean-Michel Bayle - and none have been as consistent as they should be.

"You look at (Anthony) Gobert and (Scott) Russell and Capirossi, a lot of these guys - maybe not Russell so much, but Gobert especially," Rainey said. "He came in and just started winning the World Superbike, and World Superbike racing is in front of the world. I tend to think you get a little bit of success and you think you've got it made, and really it's never good enough. But I think they think it is."

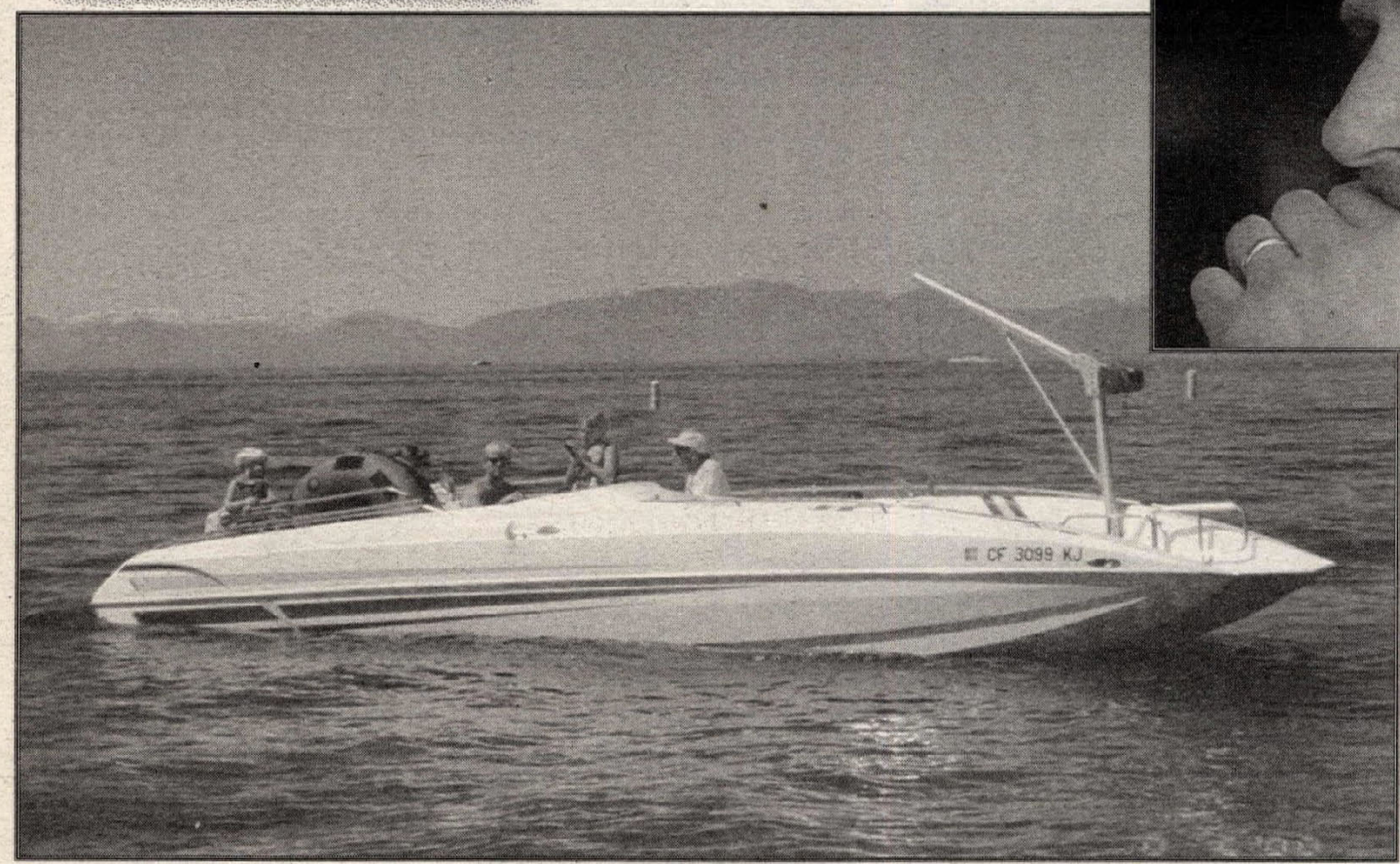
Capirossi was to be the grand experiment, the first rider Rainey truly took under his wing, bringing him out to California to learn the method. When the season started, the team floated on a cloud of optimism and camaraderie. By the time it ended, it had devolved into recrimination and finger-pointing.

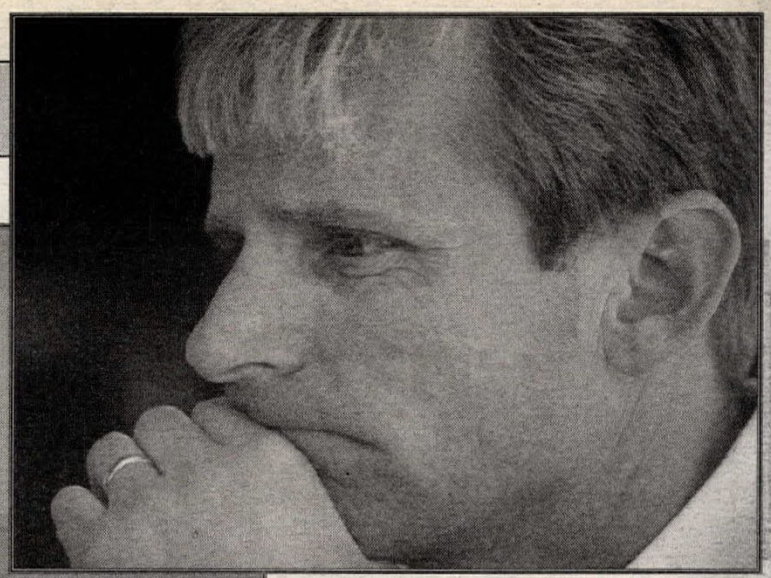
"I just think it was frustration on his side, frustration on my side," Rainey admits. "I probably overdid it a bit by really wanting him to do well. I thought that we could do this. And I thought that he wanted it, and I thought he understood. In the end he didn't really want to do it that way - living in California and training in California. Just getting away from family and friends and just concentrating on racing was asking too much. When I go to Italy, and you see the popularity that he has, it's like, 'How much more do you need when you've already got that and you're not that successful?' You look at these Italians and Spaniards and there's 10 or 15 guys, and they get questioned every time they get off the bike - so you've got to say something. Instead of blaming yourself, it's like, 'I don't have that bike, I don't have those tires.' I just think it's difficult right now."

Rainey knows it and Doohan knows it, and Rainey tried signing Doohan each of the past two years. This past off-season he felt particularly used when Doohan signed again with Honda, and protracted positive negotiations with Yamaha. They would have made a formidable team, especially considering how refined the Yamaha YZR500 has become. As it is, he has to admire Doohan from afar, admire how he uses the mental aspect of racing to stay at the top.

"He's come up with his scenario that he feels he needs to tell these guys that you're not ready yet," Rainey explained. "There's nothing wrong with that. Just like him saying that Biaggi got in there a little hot (in the first turn at the French Grand Prix), and (Simon) Crafar took out Mick. I'm a racer, I saw what hap-

INTERVIEW Wayne Rainey





Instead of flying around the world attending Grands Prix, Rainey will now have the opportunity to become a "normal guy." And that means spending time on the lake in his new boat.

pened. I saw Max got in there too hot, and he bounced off Doohan and Doohan hit Crafar. But Mick, he sees it, he wants to make it his advantage. He wants to make these other guys think that it's their fault. When he really sees Max coming, he doesn't really want to challenge Max on it. And if you read Max's press release, he says he got in there too hot and he hit somebody - he didn't know who it was. I think that's the reason why Mick is World Champion - he takes all these situations and he makes them a big point in his head, and the only guy he has to convince is himself. In the old days that wouldn't have happened because there were too many guys that were also on pace, and that were doing their own thing. And then you had Yamaha and Suzuki, so you weren't ever really sure what everybody else was doing. Mick's in a good situation because the only guys he's got to beat are all on Hondas. That was a situation that we talked about. I wanted Schwantz and Doohan on my bike. I wanted to race them on my stuff, and Mick has that now."

At that point in the interview, Rainey excused himself and returned with a stack of computer printouts.

"I want to show you guys something," he said, producing a collection of data gathered by his crew chief, Mike Sinclair. "I said, 'Hey, Mike, when Mick says that Kevin and I would have a difficult time winning, I said, 'Why don't you go back from 1990, pull up all the races and give me all the qualifying times, all the practice-lap times, and all the race average times.' And he did that from 1990 through to '98. It's amazing. What we came up with is that most of the races are like .3 of a kph quicker in overall time in speed than it was in 1990. Some races are only 1 k (faster). The biggest jump that we've had since 1990 is Max (Biaggi) at Suzuka. But you look here at Assen, the qualifying time in 1990 was 2:03.2 and the race (fastest lap) was 2:03.4, and the average speed was almost 175 ks. And then you look at Assen in '96 and the qualifying time was 2:02.6, which is one second, the fastest lap was 2:02.7 and the race average 174.9 - the same exact speed. And, you know, the lap record is still from '91 at Assen. Look at Brno. We qualified there at a 2:02.7 in 1990, yet race average was 155. In '96, the race was 2:02.8 and the average speed in 1990 is 155.5 and in '96 it was 1:56.2. But that's at a lot of these circuits."

The point was made to refute Doohan's notion that Rainey would have a hard time competing these days. Doohan hadn't yet seen it. Rainey wanted to present it to him in person.

"It just shows you that Mick's not being pushed constantly and that's why he's got to come up with all these scenarios to have fun doing it," Rainey said. "He's got to have these little private battles."

"Why did he pick one with you?" Rainey was asked.

"I thought it was a bit of a low blow," he said. "I can't go out there and back it up. Saying, 'Well, Mick, remember if I got back out on the bike, I think I could be running with you.' So the only recourse I had was this. That you (Doohan) weren't going any faster now than you did then. Except then there were four or five guys. Now there's just you. I told you before that when your rivals are Alex Criville, and he goes really well in Spain and then you get him out of Spain and he's fourth and fifth, that's not really a true rival. A true rival is second or third each time and very close to a win. I'm not badmouthing Mick, I'm just letting him know that the competitors he's racing against aren't the same as when he raced against us - and the lap times, going back over it, prove all that. I think if Schwantz, Gardner, Lawson, the guys that were on the same level - I think the lap times would be a lot quicker now. Because I know the bike is and I know the tires are. But, just like I say, if you can run 2:04s and everybody follows you, it's got to be frustrating for him."

One of the biggest problems with running the team was money. Rainey was never able to find any, so Yamaha paid all the bills and held all the power. He was in the not-so-enviable position of being a well-paid figurehead on a team without backing, a mostly unprecedented situation in racing. Because of the premium they paid for the name, and the lack of sponsorship which came with it, some at Yamaha have said privately that his departure will help the team - if only financially. Trading on Norick Abe's heritage, Rainey said he'd negotiated with an Asian telecommunications firm for this year, but ultimately it fell through.

"In the end, we were never really close to signing," Rainey said. "We got to the discussions. That wasn't the only company. We were looking at a few other ones that were interested - but the type of money we were looking for, they kind of backed down. When you're used to having Phillip Morris numbers, that kind scares a lot of people away."

In order to attract the millions you need to get the best riders and run a successful 500cc team, Rainey said you had to have results and a big name on the team.

"The sport's got to be healthy," Rainey said. "I think the last couple of years the sport's been dominated by Mick (Doohan) and I think that's been a big problem. There hasn't been a lot of interest up until this year. I think if you just look at the world economy everywhere, it's tough. We were looking in Asia for sponsorship and went down the road with that for a while last year, and things that looked promising kind of fell through with all the crisis that's going on over there."

Sponsorship wasn't the main reason that Rainey retired from racing, nor was the lack of success, "because if Bayle and Abe would've been winning every race this year, and we had a fully funded team - it still wasn't enough to keep me here," he said. "It would've been easier to leave then. I think the decisions for leaving now are still very positive, because of the way the team structure is now, from the management all the way down to hospitality. I'm happy with everything and Yamaha is, especially the fact that the bike is good this year. That's going to help, I think, for sponsorship, also this year for next year."

He came to the decision last winter, in November of 1997. The team had grown since he took over. Jean-Michel Bayle was signed (little did he know how much he'd struggle to recover from a preseason testing accident), and Rainey had been reunited with Mick Sinclair, the crew chief who helped him to his three titles. Geoff Crust ("Crusty" to Rainey and the team) had segued from being crew chief to de facto team manager, a job in which he'll continue. The bike is the best it has ever been, a point of which Rainey is especially proud. So now it's time to leave.

"Next year I'm making no commitments to anything," Rainey said. "I just want to see what happens."

What he plans to do is race the go-kart that his friend Eddie Lawson built for him. He's already exceeded his expectations in the kart, winning a race and finishing second to Lawson.

"That was a big surprise to me, because when I took the helmet off after Misano (following his crash), I thought those days were gone," he admits. "And this go-kart's been good for me because I've actually been able to go out there and challenge myself, and not feel that I have any disadvantage."

It hasn't been easy, and there are times when he realizes what's missing.

"You still need the balance," he said. "You still need your stomach and your legs, but I just adjusted to it. Usually, when your go-kart wants to move or spin on the track, you always feel it in your butt. Now, when it moves, I feel it in my arms. You just adapt to it."

He doesn't know how far he can take it, but he's already talking about moving up to a Dodge Neon production racing series.

"That, to me, would be fun," Rainey said. "For me to go find things like this, you've got to stay home. You've got to be a part of it at home and not make any commitments."

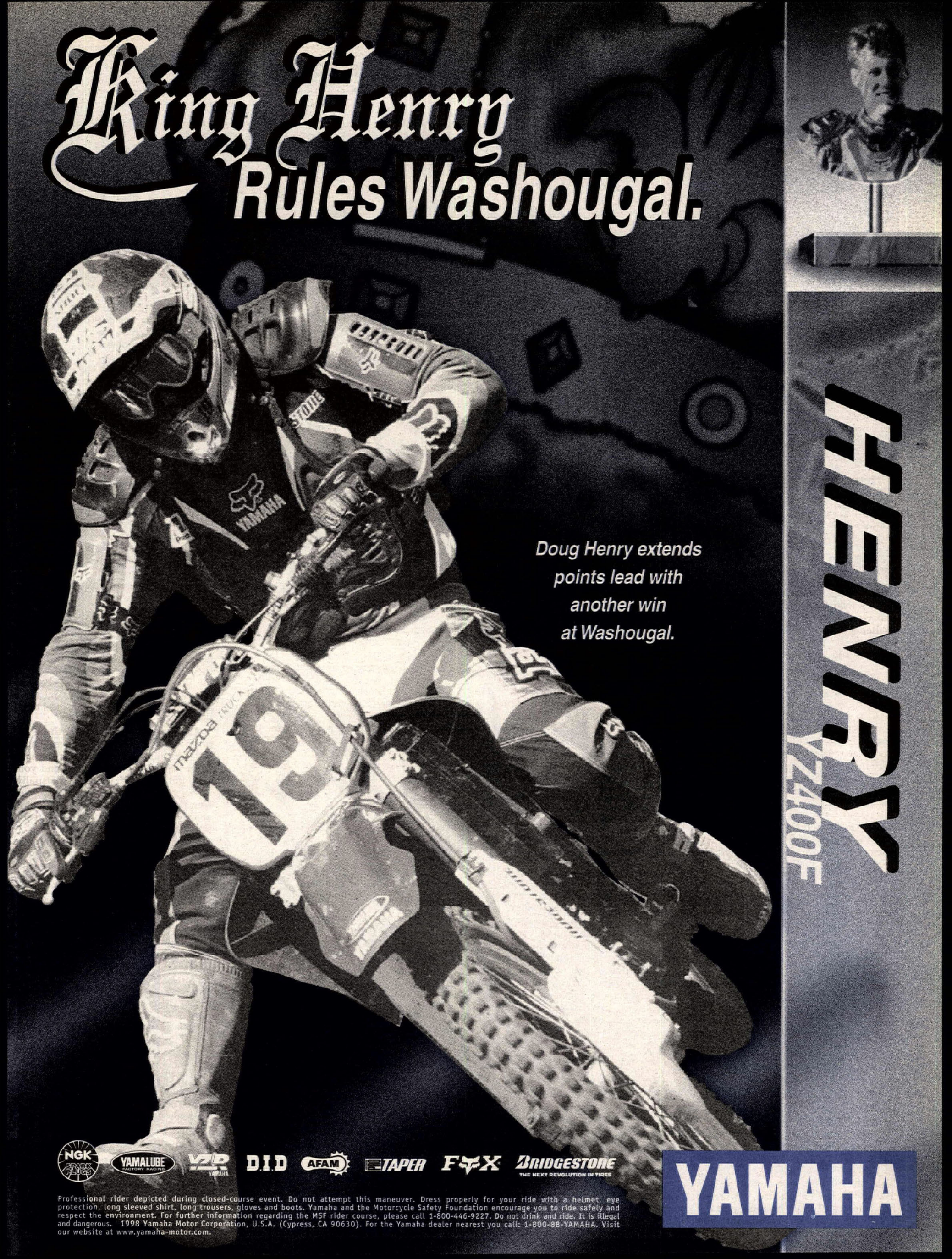
It had begun as recreation, but it didn't stay that way for long - it couldn't, this being Wayne Rainey.

"Yeah, it's recreational until I see how slow I'm going on my lap times, and then I try to gas it up," he said. "When I'm out there, I've got my race face on. I'm looking for the lap times, but I'm not really interested in changing the car all around because I really don't know what to do there yet - that's why I'm taking Geoff (Crust) with me."

One last question: What are you going to miss about Grand Prix racing?

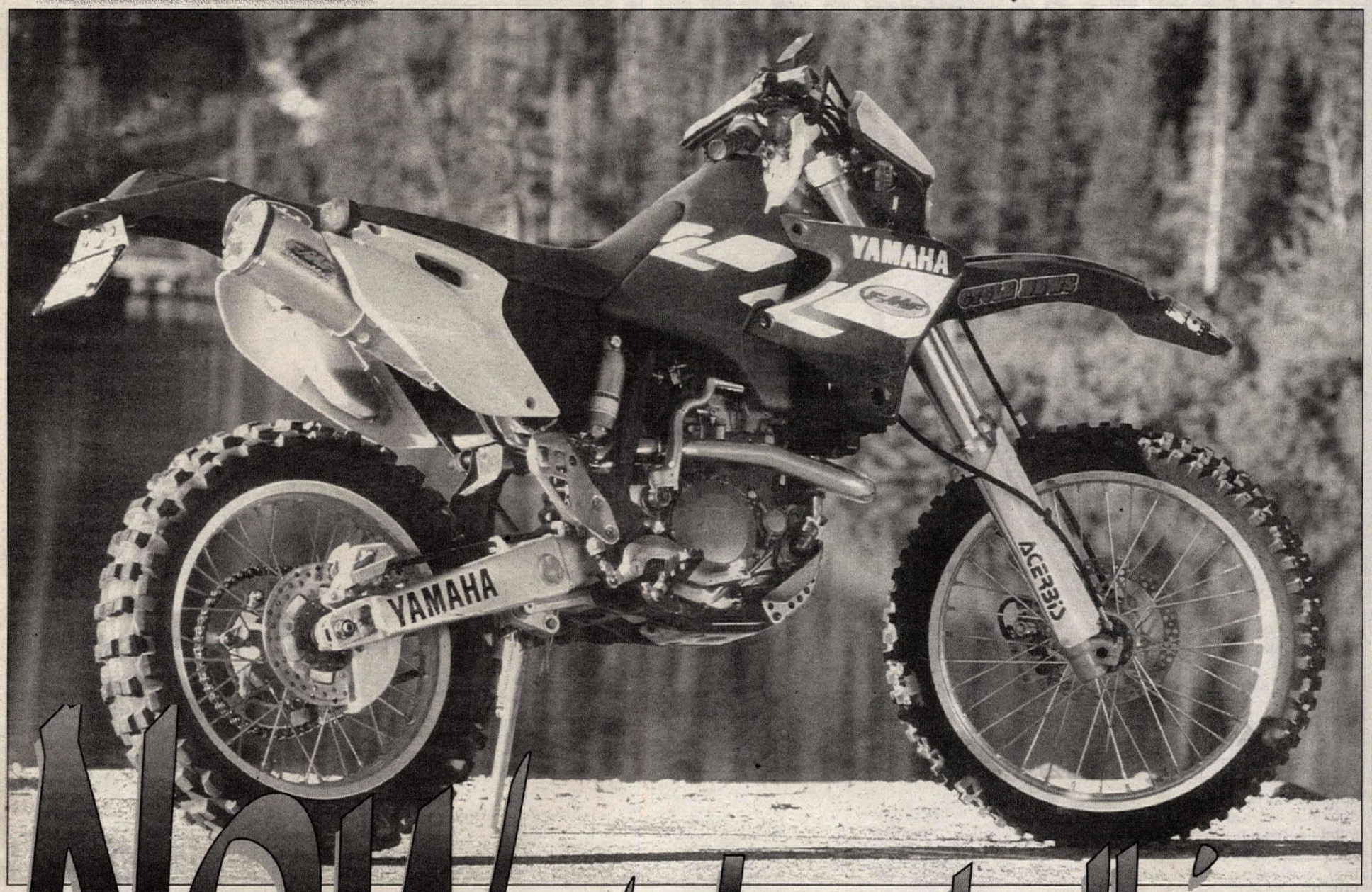
"I'm going to miss my guys, I'm going to miss Yamaha," Rainey said. "I'm going to miss just being a part of it. It's been my life. I really don't know how much I'm going to miss it until when it's all done, probably, at the beginning of next year. I think that's probably when I'll miss it the most. But I'm looking forward to that day, that's for sure."

King Henry Rules Washougal.



Doug Henry extends points lead with another win at Washougal.

Professional rider depicted during closed-course event. Do not attempt this maneuver. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous. 1998 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630). For the Yamaha dealer nearest you call: 1-800-88-YAMAHA. Visit our website at www.yamaha-motor.com.



Now we're talking

By Chris Jonnum
Photos by Jerry Jonnum

A day in the garage is about all it takes to convert the Yamaha WR400F into the ultimate dual-sport bike, thanks to the Baja Designs dual-sport conversion kit.

Thank God for Yamaha's YZ and WR400s.

Actually, don't bother: The Old Guy's probably occupied fielding thank-you messages from motorcycle-aftermarket-company bosses, most of whom stop breathing *hallelujahs* only long enough to tabulate the revenues from their latest hop-up part for the impressive four-stroke. As well they should.

"There really haven't been any brand-new models in years, so it's not exactly a surprise that the 400 is so popular," says Acerbis' Bill Berroth, adding that his company's products specifically for the 400 are as much in demand as are those which fit the two-stroke YZ125, YZ250 and WR250. Never before has one model (okay, technically two) so completely taken over the dirt-bike industry.

That fact was made clear to me as I poured over the past year's worth of motorcycle magazines upon returning temporarily from a stint living in Mexico. From the press the Yamaha thumper is getting, you'd think it was the only motorcycle being built these days. Come to think of it, there are probably a few editors uttering prayers of appreciation as well. What's especially impressive is that this bike - a lowly *four-stroke*, mind you - is achieving success in so many different arenas. While Doug Henry, Andrea Bartolini and Peter Johansson collect wins at the top rungs of supercross and motocross, Ty Davis, Randy Hawkins, Kevin Hines and Donnie Book run at the front in elite-level desert races, enduros and hare scrambles. But with all its conquering of two-strokes, it seems Yamaha's lauded four-honey has overlooked the one area where you'd especially expect a thumper to concentrate: dual sport. Worry not.

Just because Yamaha is content if the 400's tires never touch pavement, that doesn't mean the lauded bike is condemned to a life of pure dirt. As they're wont to do, the aftermarket companies have enthusiastically filled the void, giving them yet another reason to thank their deity of choice.

As race-oriented as it is, the WR400 is actually a surprisingly good base from which to begin a dual-sport conversion. Stock, the bike already has many of the components required by most states for highway legality. Of course, California isn't most states, and there the WR isn't even legal for off-road; in fact, Yamaha doesn't sell it in California this year. (It doesn't plan to in '99, either, though that could change if the emissions standards are repealed on September 2.)

Why not? Although the motorcycle meets all of the requirements laid out by the EPA, its dearth of emissions-control devices prevents it from passing muster with the Air Resources Board. Since new, stricter guidelines prevent such a machine from being sold with a green sticker, Yamaha opted not to ship the blue strokers to the Golden State. Does that mean it's impossible to own a Yamaha WR400 with a California green sticker? Not necessarily; the Air Resources Board and the department of motor vehicles are not one and the same, and I've heard of Californians who bought WRs out of state and procured the coveted adhesive at their local DMV. And since street-legal *conversions* are subject to more-lax guidelines than vehicles which are sold for highway use, achieving legality shouldn't be much harder with such a bike than it would be in the other 49 states.

Another option is to start with a YZ400 (which is available in California), acquire a green stickie from the DMV, and then install an external stator assembly to allow the addition of street-legal lighting (Baja Designs sells such a stator for $489).

My riding buddies and I are devoted adherents to the dirt-oriented dual-sport creed, and have for years thumbed our collective nose at the host of dual-sport-ready (but hefty, gutless and softly suspended) mounts offered by the manufacturers. Instead, we've opted to start with dirt-only thumpers and convert them to street legality. This practice has become significantly easier since Baja Designs appeared six years ago with its dual-sport-conversion kits, which are more sanitary, more (i.e., completely) legal and simpler to install than our typical home-made concoctions.

Baja Designs' basic WR400 kit includes a license-plate light and holder; turn signals; a rear-brake-light switch; a voltage rectifier; a battery; a field-effects transistor; a horn; a halogen headlight bulb; a wiring harness; a handlebar switch; and a power switch. This should be plenty for most folks, but residents of more-strict states should opt for Baja Designs' pricier kit, which includes a Department of Transportation-approved Acerbis HP headlight and drop-down taillight.

Installation of the kit is rather involved, but the excellent, detailed instructions make it fairly straightfor-

ward (see "The Trip to Lighting Fantastic" sidebar). Baja Designs' Alan Roach is a mechanical engineer with a minor in electrical engineering, but unlike many tech-heads, he also has a firm grasp on the English language.

By far the most difficult step is converting the stator from AC to DC, so that the chassis can be used as ground and the battery can run the lights while the engine is off. This process entails pulling the flywheel and cutting and resoldering a wire on the stator plate, and, while I'm about the furthest thing from what you'd call a "sparky" (few English majors are), closely following the instructions got me through the process unscathed (though I appreciated having my engineer-dad lending a hand). If you're still daunted (and don't have a techy family member), Baja Designs will perform the mod for a mere 15 bones.

Attention to detail is first-rate, thanks to touches such as longer wiring on the right rear blinker (which is further from the harness), a slippery Teflon coating on the stator lead (so it slides easily into the stock sheathing) and a high-beam indicator built into the power switch. The kit even provides rare tools such as a flywheel puller and torx wrench, so unplanned trips to the hardware store can be avoided. Including time to shoot photos, installation took my dad and I (both perfectionists) about five hours; those less anal could probably cut two hours off that figure.

With the kit in place, your bike is assured of meeting the lighting requirements anywhere in the U.S. of A. (Remember that the DOT-approved option is necessary in some places.) This does not mean that your work is over following installation of the kit, as most states have a few additional (non-lighting) regulations. Said regulations vary little from state to state, and Baja Designs has lists of requirements for most states (provided with the kit). As an example, California Highway Patrol requires a left-side rear-view mirror (Acerbis makes an inconspicuous unit that folds out of the way when not in use) and DOT-approved tires (several tire manufacturers sell DOT knobbies that perform just as well as non-legal rubber), in addition to various regulations regarding fenders, handlebars, etc. (all of which the WR meets in stock form).

It is important to note that there are a very few states out there that will simply not grant street legality if the words "Off-Highway Vehicle" appear on the title - no matter how many hoops you jump through in an effort to appease them. Florida, Wisconsin and Rhode Island are known for being particularly hard-nosed. Even elsewhere, the process for obtaining a license plate varies from state to state. Again, Baja Designs knows the process for most states, and outlines it with the kit. In California, a dealer must sign a statement of fact that the lighting is legal, and the bike owner must sign a statement of fact that his or her motorcycle complies with all of the CHP's requirements. These forms (provided with the kit) are then toted along with the pink slip to the DMV, where Baja Designs recommends you request a dual registration. Not only does this make the paperwork easier for the bureaucrats to process, but it allows you to retain your green stickie (and thus support off-roading).

Not every mod in this project was aimed at appeasing government officials. For example, although FMF's MegaMax II exhaust system has a U.S. Forest Service-approved spark arrestor, its inclusion was motivated more by versatility and power enhancement than by red tape. Because of its disc system, the pipe can be tuned depending upon whether your priority for the day is power or stealth. FMF also provided its alloy Moto HF (high-flow) header, which is ceramic-coated to better disperse heat.

Our project bike was complete just in time to participate in an organized dual-sporting event at Mammoth Lakes, California.

An alloy FMF 909 Team-bend bar was bolted on to open up the cockpit. The alloy bar is heat-treated and has less pullback than stock, while its standard diameter allows the stock tripleclamp to be retained. Also, its (detachable) crossbar provides a perch for a CountDown rollchart holder (requisite for organized dual-sport rides) and a CycoActive BarPack map holder. Finally, a pair of Acerbis' streamlined MX handguards were installed.

With a retail price of $5899, the WR400 is already an expensive motorcycle, so it was not the goal of this project to see with how many pricey parts the bike could be adorned. For example, the stock, 3.1-gallon fuel tank was retained, although Clarke and IMS both sell slightly larger cells that still allow the rider to slide further forward (both aftermarket tanks require a YZ seat). Besides, the WR already comes with such dual-sport necessities as an O-ring chain, steel rear sprocket, resettable odometer, sidestand, skidplate and wide-ratio transmission. If you've got extra money and want to spend it, a trip through the back pages of this publication will turn up any number of products aimed at improving the performance of your Yamaha 400.

WAY-RAD WR?

This is the part where one talks about the enhanced prowess of the project bike in question, but it's ironic that the most important component of this undertaking - the Baja Designs dual-sport kit - had no effect whatsoever on the Yamaha WR400's performance. Even more ironic is that this fact is a good thing. Why? Because simply retaining the performance of a pure-dirt motorcycle is something motorcycle manufacturers have been unable to do when building dual-sport bikes. Oh, there have been a few that came close (KTM, ATK and Husaberg come to mind), but all were encumbered by regulations that are stricter for stock street-ready machines than they are for bikes converted to legality (is that Mr. Roach I hear praying thanks?)

Technically, it's true that the kit adds a bit of weight to the bike (about seven pounds), but the poundage is not noticeable when you're riding. Neither are the added components a hindrance in terms of rider comfort, as you'll be able to move around on the bike just as you do without the kit installed. And finally, the parts are durable; despite whacking the WR against trees, bushes and rocks (and yes, even crashing it), I haven't been able to damage the blinkers or anything else. Everything has functioned perfectly since it was installed (though the kit includes a comprehensive trouble-shooting guide), and my dad's XR600 kit has been running strong for a couple of years. What's more, the clean installation means you may well forget the damned thing's even there.

Such forgetfulness does have its disadvantages: It took me quite a while to

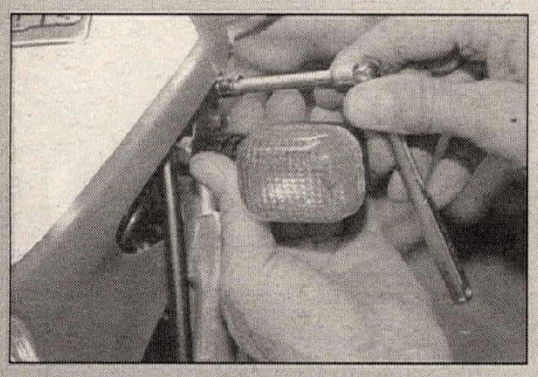
The Trip to Lighting Fantastic

Meeting your state's lighting requirements is the hardest part of any dual-sport conversion, and this is what Baja Designs' kit is designed to do. Said requirements vary from state to state, though not by much. California demands a headlight with high and low beams; a high-beam indicator; a taillight; a brakelight; a license-plate light; turn indicators; a license-plate illuminator; a horn; and a battery that is charged by the engine and can operate the taillight for at least 15 minutes with the motor off. Following are the steps to achieving street-legal lighting with the Baja Designs dual-sport kit.

LICENSE-PLATE LIGHT AND HOLDER

The stock fender doesn't provide a location to mount the license plate, so this sano aluminum bracket fills the void. It also includes a license-plate light with wiring.

TURN INDICATORS

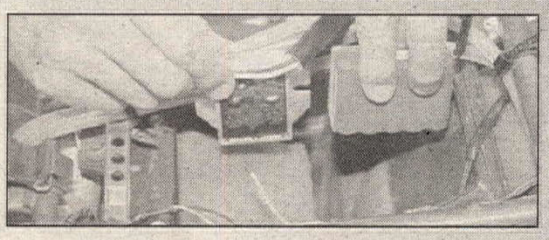


Four turn signals are provided, along with mounting brackets for the front units and instructions for where on the rear fender to attach the rear indicators. The signals are activated via a handlebar-mounted switch, and the flasher unit zip-ties behind the headlight cowling.

BRAKE-LIGHT SWITCH

A special switch replaces the banjo bolt on the master cylinder for the hydraulic rear brake, allowing the brake light to illuminate when the rear-brake pedal is depressed. The swap necessitates bleeding the air out of the brake line afterwards, but Baja Designs includes a bleed hose and step-by-step instructions.

BATTERY AND VOLTAGE RECTIFIER/REGULATOR

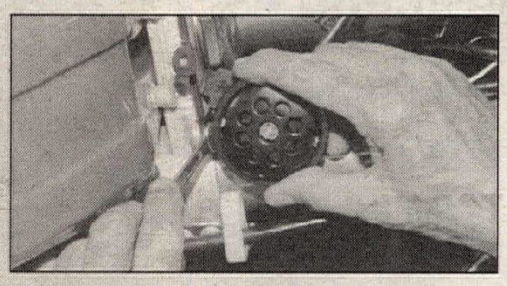


In order for the lights to operate without the engine running, a battery is required. The kit includes a battery and bracket, which bolts to the inside of the airbox. Also mounted in the airbox is the replacement voltage regulator, which rectifies the current from AC to DC. The kit includes a template for drilling the bolt holes in the airbox.

FET

A field effect transistor is provided to decrease the drain on your battery when the engine is stalled but the ignition is on. This small black box is attached to the top bolt of the stock ignition coil, and a longer Allen screw is included.

HORN

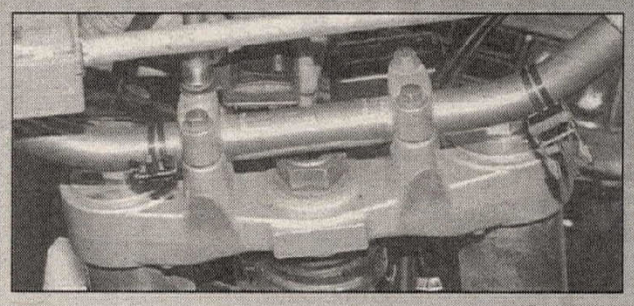


Those performing home-made dual-sport conversions often satisfy the horn requirement with a simple bicycle squeeze horn, but Baja Designs uses a cool electrical horn, which mounts behind the headlight cowling.

HANDLEBAR SWITCH

In order to honk the horn, actuate the turn signals and switch between high and low headlight beam, a handlebar switch is mounted in place of the stock kill button on the left side of the handlebar.

POWER SWITCH



Since your lights will function without the motor running, a power switch is required to turn off the lights. The toggle switch, which mounts on the left handlebar-clamp, must be on for the bike to start. A tiny window on the switch serves as a high-beam indicator.

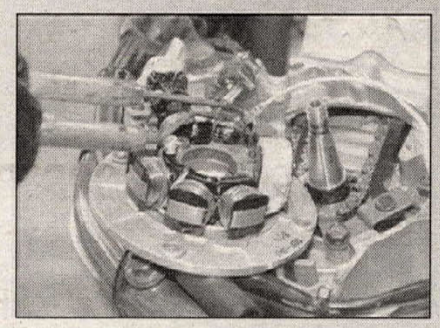
HEADLIGHT BULB

For most states, replacing the stock bulb with a halogen unit is sufficient. Baja Designs offers an option of a DOT-approved Acerbis headlight for stricter locales.

WIRING HARNESS

Each of these new electrical devices obviously requires an electrical current, which is why an adapter harness is provided. The instructions explain exactly where each of the wires must connect.

STATOR MODIFICATION



Converting the stator from AC to DC allows the chassis to be used as ground, and the lights to be operated by the battery while the engine is off. This is the most complex step in the conversion, and Baja Designs can perform it for $15 if you prefer. Otherwise, you'll need to pull the flywheel and remove the stator plate, then snip a copper wire and solder the lead to another wire included in the kit. Also provided are a flywheel puller and torx wrench.

get used to having a power switch on such a dirt-oriented bike, and I'd periodically thrash fruitlessly away at the kickstart lever before finally remembering that I was on dual-sporter and flicking the toggle. Another drawback is the aluminum license-plate bracket, which, although light, has enough mass that the rear fender wiggles back and forth more than it does unladen (though there's still plenty of vertical integrity). The only other time you'll notice the kit? When you're sitting at an intersection and the fuzz rolls by. Following that initial jolt of fear that comes with having a guilty conscience, you'll realize that you're completely and legitimately within the realms of the law, and the shame will be replaced by a sensation of revenge (assuming you don't happen to be doing a burnout at the time).

Said assumption may not be safe to make if you - like me - install an FMF exhaust system, which makes resisting such stunts nearly impossible. Whereas the conversion kit just retains out-of-the-crate performance, the replacement pipe and header steps it up a notch with a noticeable increase in power. Prior to this project, *Cycle News* had been experimenting with FMF's Power Core IV exhaust, but I prefer the versatility of the MegaMax II. The former unit has a screen-type spark arrestor and offers enough hit for just about anyone, but at the price of an annoying bark. I ran the minimum nine discs in the MegaMax and still felt power delivery was ideal for dual-sport or even enduro. And if you want to moto or hound hares, you can add discs or even delete the spark-arrestor cap where allowed. To be honest, I'd prefer that the MegaMax were quieter still, and if you're really concerned about the decibel level, you can retain the stock pipe and either utilize the provided baffle (super-quiet, super-restrictive), or yank the baffle and use a Thumper Racing droop-snoot baffle (pretty quiet, not so restrictive).

But even if you retain the stock pipe, consider the HF header. The aluminum tube not only looks cool (especially with the nickel plating of the FMF pipe), but tucks in better than stock and allows easier access to the mounting flange. And supposedly, its ceramic coating aids in exhaust scavenging. On the downside, the lack of a heat guard resulted in a pair of slightly melted riding pants.

The 909 handlebar stands up well to abuse, but more importantly, it relieves some of the cramped feeling noticeable with the stock, steel unit. Still, I'd have liked to be able to get more of my weight over the front wheel, and I often found myself wishing I'd gone with an aftermarket tank and YZ seat. Part of my testing took place in the CountDown Mammoth 250 in central California, where I spent a lot of time chasing the 400's front end in the silty pumice for which the Mammoth Lakes area is famous. If I had enough money, I'd use the different tank-seat combo to get my butt further forward, then add the 909 bar and a Pro-Tec or Applied Racing tripleclamp to once again open up the cockpit (the aftermarket clamps move the bar further forward).

Although the CycoActive map holder isn't really necessary on organized dual-sport rides, it is nice to have for *real* dual sport (exploring unfamiliar terrain on your own or with a pal). Its small 5 x 9-inch window allows easy observation of a map of the immediate area, while a fold-open 11 x 17-inch window can display a more comprehensive map. And there's a zippered compartment for holding money, ID or whatever. The holder does sometimes interfere with my lanky right leg during starting of the bike, but quickly disconnects to allow refueling or to avoid sticky fingers during restaurant stops.

The WR itself is ideally suited for the dirt-biased type of dual-sport riding I prefer. Granted, it's not my first choice for outings cursed with long pavement sections, or even for those with a high dirt-road-to-trail ratio. The seat is hard, the suspension is relatively stiff and the flywheel is somewhat light, so pavement addicts should opt for a Beemer 1000, and mellow trail plonkers ought to go with a Honda XR400. But don't think for a moment that the Baja Designs Yamaha WR400 dual-sport conversion isn't versatile: This is a bike capable of placing in the top 10 in a National enduro on Sunday, winning a local motocross Tuesday night, and exploring the local mountains on Thursday afternoon - all while commuting to work during the week - and all without a single alteration between outings.

Thanks, God. CN

How Much?

Acerbis MX Handguards	$25.25
Acerbis rear-view mirror	$18.18
Baja Designs dual-sport kit	$385.00 ($439.00 w/ DOT-approved lighting).
CountDown rollchart holder	$22.00
CycoActive BarPack map holder	$40.00
FMF 909 handlebars	$89.99
FMF MegaMax exhaust	$249.99
FMF Moto HF exhaust header	$149.99

Who are you going to call?

Acerbis USA	619/679-5220 www.acerbis.com
Baja Designs	619/578-9111 www.bajadesigns.com
CountDown	818/348-8381
CycoActive	800/491-2926
FMF	310/539-6884

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The print sets are being auctioned to the 10 highest bidders. Proceeds will be used to pay travel expenses for 15 legendary dirt track racers, who will be flown to Springfield on Labor Day weekend for induction into the Dirt Track Hall of Fame.

Bids received thus far range from $500 to $1,500. Additional bids will be accepted until race weekend, and anyone wishing to own this unique piece of dirt track history should send their sealed bid to:

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To receive all three of these outstanding "remembrances of Ricky G," simply make a $100 donation in Ricky's name to the Dirt Track Hall of Fame. Make your check payable to Dirt Track Hall of Fame, and write "Remember Ricky G" on the "for" line. Mail to:

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P.O. Box 313
Bishop, GA 30621

The king of the castle

By Alex Hodgkinson

NAMUR, BELGIUM, AUG. 2

He came, he saw, and he conquered.

World 250cc Motocross Champion Stefan Everts even had time for a glass of iced tea on the final lap of racing as he demoralized the 500cc Grand Prix opposition in his wild-card appearance at Namur.

The Citadelle has a new king!

But the other big winner of the day was Joel Smets, who moved to within one step of his third World title by outscoring his sole remaining rival, Darryll King. Andrea Bartolini's season, meanwhile, ended with a broken femur.

Smets made life difficult for himself in race one - on a track where overtaking is always difficult - by tangling with Peter Johansson and Shayne King coming out of the gate. Their absence left plenty of room going into the first turn for Rob Herring and Bernd Eckenbach.

Eckenbach, though, was soon dropping down the leaderboard.

"I tensed up right away and this is no place to take risks," the German said. "If you crash here, you hit a tree."

Herring was suffering similarly, but such is the nature of the track that he was able to withstand every challenge for half the race before Everts and Bartolini sneaked past.

On the very next lap the complexion of the race changed completely.

Suddenly Everts came around alone with a lead of more than 20 seconds.

"I was on the limit to stay with Stefan, but not over it," Bartolini said. "I clipped a tree with my shoulder and handlebars and fell down. It was only a small crash, but it was an awkward place to restart."

He had just remounted when Herring and Darryll King arrived on the scene.

"Andrea was rolling back across the track," Herring said. "I tried to sneak inside and hit his front wheel. I didn't come off, but I lost a lot of time."

King was less fortunate.

"I was right behind Rob, and Andrea rolled into my path," King said. "I got pushed right off the track through the track markers into the bushes. I must have lost 40 seconds." Indeed he did, for at the end of the lap he was 45 seconds down on Everts. Bartolini, meanwhile, was out of the race.

"The throttle cable got ripped off when Darryll hit my bike," he said later.

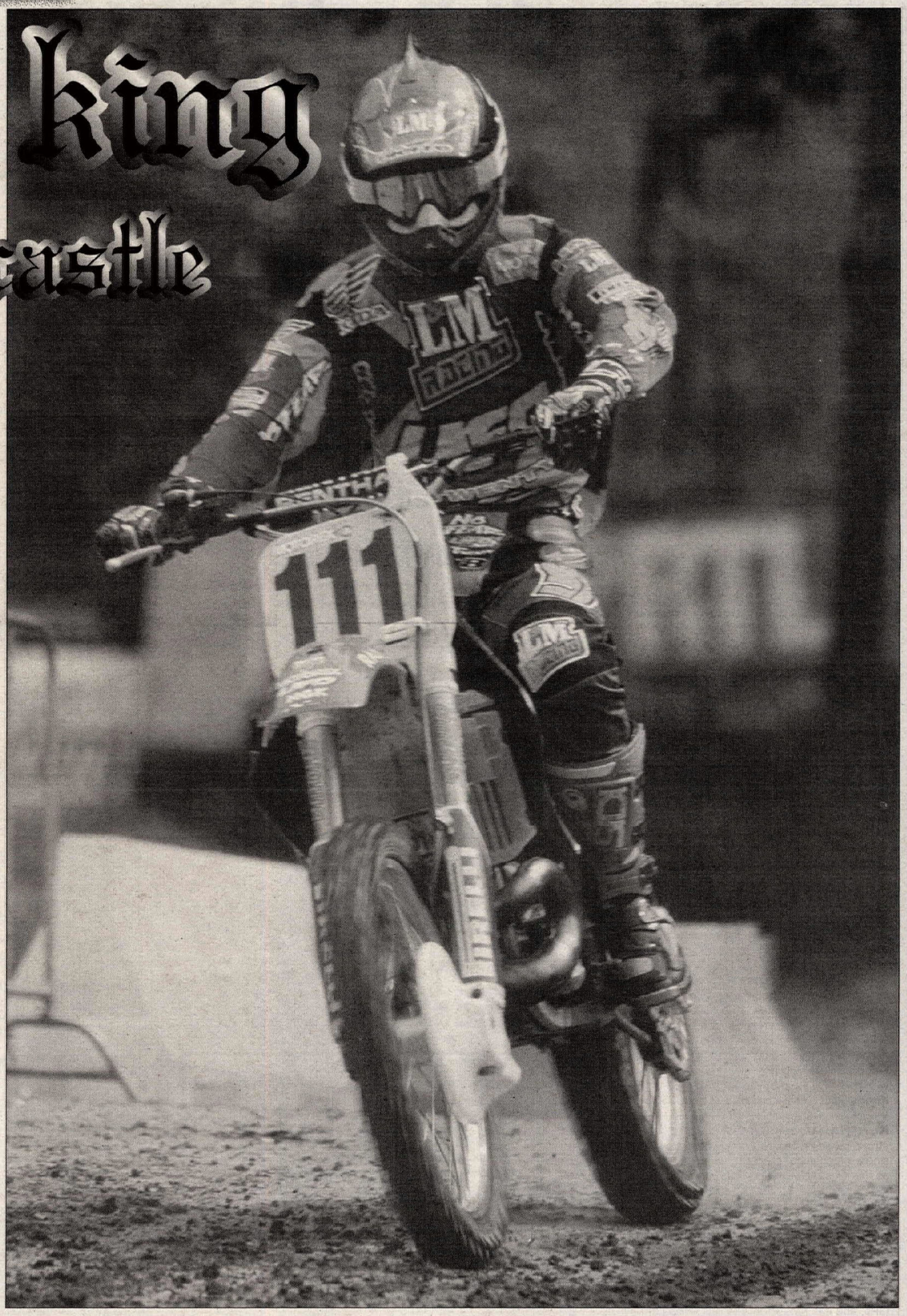
These escapades suddenly put Smets second, but he was back down to seventh by the end of the lap.

"Just a stupid mistake," Smets said later. "I was just far enough back to be able to miss Bartolini, and I was suddenly second and feeling so good. I guess I was too confident. Just one lapse of concentration on the big climb back to the Esplanade and I crashed. Once I got up, I didn't wanted to push my luck too far and settled for safe points."

Johansson had a hard ride to snatch second from Herring two laps from the end, while Shayne King suddenly regained his form to come home fourth - an amazing performance, since he'd ventured into the woods on the first lap in 25th place. Only the Swedish Yamaha rider prevented a two-stroke 1-2-3, quite a change in a class where the most recent two-stroke win was some 51 weeks ago when the now-retired Kurt Nicoll won in Luxembourg.

It definitely wasn't Bartolini's day. He gated badly in race two and his neighbor Smets immediately pulled across his path, leaving the Italian 13th as the pack disappeared into the woods. But he was 33rd when they reemerged, clearly having crashed again. After 20 minutes he was back to 15th, but then came the fateful crash - his front wheel nose-diving over the jump back into the main arena, with Bartolini going down hard.

"The track doctor says he has broken his right femur," said Yamaha team manager Hannu Heinonen. "We don't



Stefan Everts rode a Honda CR500 in a CR250 chassis to win both motos of the Belgian 500cc Grand Prix in Namur.

have confirmation yet from the hospital, but there seems little doubt and he will be operated on this evening."

Two hours later the Italian was already going under the knife.

Meanwhile, Everts was in a dominant mood. Second into the woods behind Darryll King, he was leading by the end of the lap. It was a lead that he extended by some four seconds per lap, until that last stop for his father, Harry, to hand him an iced tea in front of the TV cameras. Ten years ago, Hakan Carlqvist stopped for a beer from his brother on his way to a double win at Namur, but modern-day motocrossers have to be more "politically correct" (or is the word "boring"?) for fear of repercussions from the sports' governing body.

Smets ended the race in second place, extending his championship lead to 51 points - but the way he took the placing was controversial.

The Belgian was chasing King as they slowed under a yellow flag to pass the stricken Bartolini, who was still lying in the track. Smets maintained his momentum past the Italian and got on the gas again quicker to pass King into the next turn.

"It's not against the rules," said KTM team manager Kurt Nicoll, "but you just don't do it. They were past the yellow flags and the incident which caused them to be shown, but morally you start racing again after the next real corner."

The Brit was not alone in his feelings.

Herring had to ride hard to recover lost ground after crashing on lap four.

"I fell on my right side and the throttle grip was loose for the rest of the race," Herring said.

Eckenbach disappeared from the leaderboard on the very same lap.

"I landed hard on my left hand and have back pains, too," he said later. CN

Circuit de la Citadelle
Namur, Belgium
Results: August 2, 1998 (Round 10 of 12)

MOTO 1: 1. Stefan Everts (Hon); 2. Peter Johansson (Yam); 3. Rob Herring (Hon); 4. Shayne King (KTM); 5. Darryll King (Hus); 6. Joel Smets (Hbg); 7. Bernd Eckenbach (Hus); 8. Erwin Machtlinger (Hon); 9. Danny Theybers (Hbg); 10. James Marsh (KTM); 11. Rupi Walkner (KTM); 12. Siggi Bauer (KTM); 13. Jochen Jasinski (Yam); 14. Gert-Jan Van Doorn (Hon); 15. Gerald Delepine (Yam).

MOTO 2: 1. Stefan Everts (Hon); 2. Joel Smets (Hbg); 3. Darryll King (Hus); 4. Shayne King (KTM); 5. Peter Johansson (Yam); 6. Rob Herring (Hon); 7. Johan Boonen (Hus); 8. Erwin Machtlinger (Hon); 9. Danny Theybers (Hbg); 10. Gert-Jan Van Doorn (Hon); 11. Damien King (KTM); 12. Rupi Walkner (KTM); 13. James Marsh (KTM); 14. Mats Andreasson (Hon); 15. Mats Nilsson (Hon).

O/A: 1. Stefan Everts (Hon); 2. Peter Johansson (Yam); 3. Joel Smets (Hbg); 4. Darryll King (Hus); 5. Shayne King (KTM); 6. Rob Herring (Hon); 7. Erwin Machtlinger (Hon); 8. Danny Theybers (Hbg); 9. Johan Boonen (Hus); 10. Bernd Eckenbach (Hus).

500cc WORLD C'SHIP POINT STANDINGS: 1. Joel Smets (327/4 wins); 2. Darryll King(276/1); 3. Andrea Bartolini (225/3); 4. Peter Johansson (216); 5. Bernd Eckenbach (192/1); 6. Gert-Jan Van Doorn (165); 7. Rob Herring (161); 8. Shayne King (159); 9. Erwin Machtlinger (128); 10. Johan Boonen (111); 11. Rupi Walkner (75); 12. Chris Burnham (74); 13. Danny Theybers (74); 14. Avo Leok (66); 15. Jochen Jasinski (64); 16. James Marsh (62); 17. Willie Van Wessel (53); 18. Stefan Everts (40/1); 19. Mats Nilsson (34); 20. Damien King (32)

Upcoming Rounds:
Round 11 - Rhenen, Holland, August 8
Final Round - Wachtersbach, Germany, August 30

Joel Smets couldn't match Everts' pace, but he managed to further extend his lead in the 500cc World Championship via his 6-2 tally.

Briefly ...

It was decision time after Namur for many of the top GP riders. **Andrea Bartolini**, targeted also by Husqvarna, said that he would definitely stay in the 500cc GPs next year and was awaiting details of Yamaha's plans, which were due to be announced on Wednesday. Darryll King, meanwhile, said he had been promised details of Husqvarna's plans, on Tuesday, which suggests that Husky seem to have come to terms with the probability that they will not sign Bartolini. Such a move would involve the team operation being moved from Jacky Martens' base in Belgium back to Varese in Italy. **Bernd Eckenbach** signed again for another year in Namur.

Radson team boss Dave Grant said that "four manufacturers, including one European brand who are not currently involved" (presumably Husqvarna, who have not contested the 250cc class in recent years) were interested in **Stefan Everts** and that "Honda have already confirmed that I can get bikes." The only Japanese firm not after Everts is presumably Suzuki, and Sylvain Geboers is now trying to persuade Marnicq Bervoets to remain with him. The alternatives for the three-time world number two are Kawasaki or KTM - the latter at both 250 and 500cc level.

Kurt Nicoll reported that the first tests with the KTM four-stroke a week before Namur had gone well: "We didn't have a single mechanical problem, which was a remarkable achievement as this was the very first time the bike had run," he said.

While **Joel Smets** will only contest the Belgian 250cc GP at Mol if he has already clinched the 500cc World Championship in Holland, ex-champ Jacky Martens is a confirmed starter on the new factory 250cc Husky.

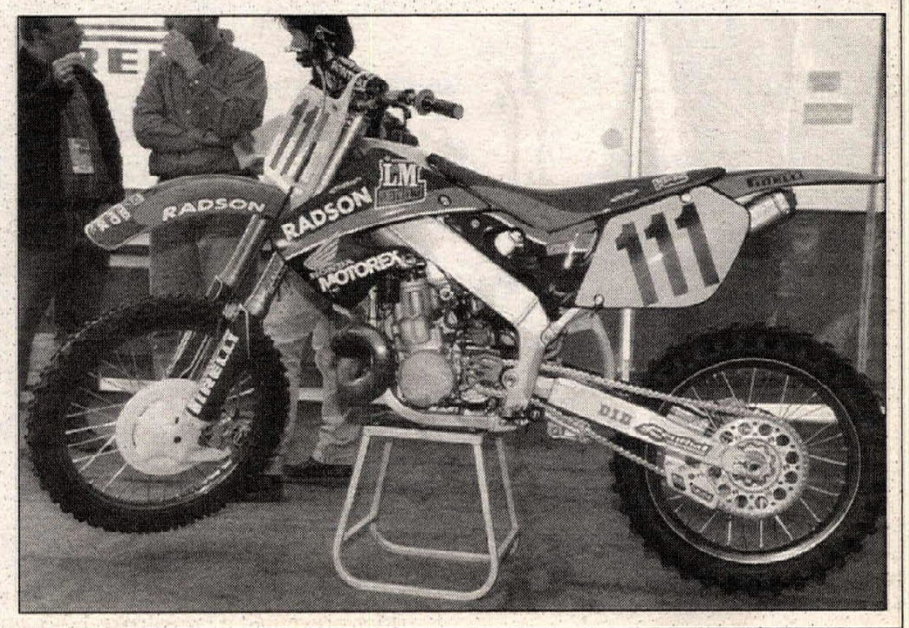
Gert-Jan Van Doorn said in Namur that he will definitely retire from the sport at the end of the season: "I've had 17 years in the GPs, and it is time for me to quit while I am still near the top."

An RWJ **Silkolene Honda** press release on the Friday before Namur revealed that "we have now been provided by a number of people with the name of the individual who supplied Action Group with the incorrect information relating to ourselves. The individual concerned wrongly told Action Group personnel that RWJ had made a protest about Stefan Everts. We believe that this information was deliberately and maliciously given to Action Group in an attempt to jeopardize our close and enjoyable relationship with Honda. RWJ are currently checking our information and should we obtain evidence which our lawyers consider sufficient, we will be commencing legal action against the individual concerned." At Namur on Saturday, RWJ team boss Colin Reed said that the Action Group had answered his complaints about the press release from the Brazilian GP - in which it was erroneously stated that his team had protested against Stefan Everts - with written testimony that Action Group collaborator Hans-Martin Fetzer had been given the incorrect information by Radson team manager Dave Grant. It is understood that the threat of legal action against the Action Group has been withdrawn.

Dave Grant explained why Everts had not been brought into the pit box to replace the **damaged silencer** in Brazil: "The entire rear end of the bike was damaged and bent, so that the rear wheel was continually hitting the silencer," he said. "If we had fitted a replacement, that too would have been damaged before the finish." Grant also admitted that he had gambled on a top-10 placing even if the expected two-minute penalty had been imposed: "Normally (Sebastian) Tortelli would lap into the top 10, but for once 15 riders stayed on the same lap." Friday was the deadline for the Radson team to appeal against the decision of the FIM Jury to exclude Everts - a two-minute penalty would have given Everts a single point as the 15th-place finisher - but no appeal was submitted. "If Stefan can't pull back 10 points before the end of the season, then he doesn't deserve to be champion," Grant said.

Stefan Everts' Honda eventually turned out to be very similar to the bike ridden all year by Rob Herring and was not an official Honda project. "The bike was built for me as a favor by Cliff White (of American Honda, a mechanic to many ex-AMA Champions including Jean-Michel Bayle when he made a clean sweep of the AMA titles) and Dave Arnold (ex-American Honda team manager)," Radson team manager Dave Grant said. The bike featured a CR500 engine with 250 power-jet carburetor and factory ignition in a CR250 frame with a different swinging arm and factory suspension. "Stefan only got the chance to ride it for one hour on Wednesday before coming here," Grant added.

His win in Namur marked the **39th GP victory** of Stefan Everts' career, and he now stands alone in second place on the all-time winners list to Joel Robert (50). Prior to Namur, Everts was tied with Eric Geboers, while Roger De Coster and Torsten Hallman each have 37. Andre Malherbe scored 29 World Championship GP victories, plus a further 12 wins in 1973/74 in the European 125cc series. At the time there was no World Championship title in that class and there were even rounds held in the USA, so one could argue that these had equal status. All of these riders (with the exception of Hallman, who is Swedish) are Belgian. The Namur win also meant that Everts had completed the "875" with victories in each of the three displacement classes. The riders he joins in this particular Hall of Fame are Kees Van der Ven, Eric Geboers, Jean-Michel Bayle, Trampas Parker and Andrea Bartolini.



Shown here is the '99 KTM 125SX. Like all of the new 125 through 380cc two-stroke KTMs, the 125SX features the second-generation WP PDS shock, which has been completely reworked to improve high- and low-speed damping action. The 125 also gets the revamped 50mm WP fork, similar to those found on the 250-and-bigger models. The off-road 125E/XC, however, retains the 45mm Magnum forks. All of the '99 KTMs feature ignition-timing changes and all-new engine reed-block assemblies, which have dual, two-petal horizontal vane reeds inserted into the intake track.

Shocker

All of the 250cc models, like the 250 E/XC shown here, feature a new cylinder and cylinder head. Also, they get a lighter crank and a new shift-fork rod design to improve shifting under a load.

The '99 300M/XC (shown) and E/XC feature the new shock, reed-block and tranny modifications.

As for the 380 models (shown is the 380 E/XC), they feature a new decompression hole in the cylinder to allow for easier starting.

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HILLCLIMB
AMA NATIONAL CHAMPIONSHIP HILLCLIMB SERIES

Round 6: All-Star Challenge

Large and Thompson shine brightest

By David L. Patton Jr. and Lora Patton

NORTON SHORES, MI, AUG. 2

Every two years the AMA National Championship Hillclimb Series travels to Mount Garfield for the All-Star Challenge, hosted by the Muskegon Motorcycle Club and Snell's Harley-Davidson. This year the Challenge was even more important, as points would be awarded after a series of "qualifiers" and championship hopes could be dashed with one problem or a poor run. If a rider was eliminated, he would be awarded no points.

Thompson Racing's Terry Thompson took his first National win two years ago at Mount Garfield and was coming off his first win at Haydenville the week before, but he was concerned about his bike before the hillclimb.

"It's only running on one cylinder, and that cylinder is smoking," Thompson said. "I may be riding the backup bike."

Thompson's father, Jim, a winner at Norton Shores in the '70s, would get the problems fixed in time for Terry's ride, and Thompson not only ended up with the win, he also set the fastest time of the day for either class.

In the 800cc class, Glen Petty Jr. and defending National Champion James Large are locked in a tight battle for the 1998 plate. Both riders were concerned about the possibility of losing points.

"If you get knocked out in either of the elimination rounds, you've lost 15 points," Large said. "I don't really care for this system but everyone has to ride with it today."

Petty, ahead by one point, was hoping to continue his excellent season.

"It's going to be a fast hill but if I can stay consistent through the day, I'll be all right," Petty said. Petty's string of finishing every hillclimb in 1998 in the top five would continue at day's end, but it was Large with the victory.

540cc

John Hamilton Jr. pulled his ASAP Racing/Lanny Zengus/Get High Racewear-backed Triumph to the line to start the elimination rounds. After the first round all but the top 15 would be out; five more would fall in round two, and round three would determine the top 10 and award the points. Hamilton blasted his Triumph up the hill with a smooth, fast ride but the timers malfunctioned, forcing him to run again in round one. Hamilton's second ride also ended without a time, so the decision was made to advance the top 15 and Hamilton to the second round.

The unusual format eliminated many outstanding racers by the end of round two.

In the 540cc class, Toby Thompson had the fifth-fastest time of round one but his bike blew up as they tried to start it for the second round. Scott McNeely and Mike Pulver also ran into problems on their second rides and wouldn't advance to the third round.

In the final, Hamilton was ready to put together another good ride after setting the fastest time in the second round, but as he left the start line after dropping the clutch, his bike hooked up a little too well and he had to roll out of the throttle to keep from looping out. His day ended on top of the first breaker, but his 10th-place points would move him past McNeely in the series standings.

Ted Wilkins pulled his Rotax twin to the line with a chance to put in a fast time to put the pressure on the other riders. Wilkins had a flawless ride going up to the second breaker when his bike wheelied and he had to back off for just an instant.

"My bike was running way too lean today. I worked on it all last week but I never got the jetting right," Wilkins said.

Even so, his 5.684-second run was his best ride of the day and earned him fifth place.

Dr. Bob's Racing team member Harry Schreiber Jr. also saved his best ride for last.

"We struggled a little early on but we kept working on it and put in our best ride at the end," said Schreiber, whose 5.730 was fast enough for sixth.

Gerencer's Harley-Davidson/Parts Unlimited-Thor/Bowlby's Cycle-sponsored Tim Frazier wheeled his fuel-injected BSA to the line, looking for his first win at Mount Garfield. Frazier had gotten faster with each trip up the hill and he really ripped up the hill on this final run, keeping his bike straight and low over the breakers. The result was a 5.001-second run that gave him the lead. There was a cost, though, as he had to crash to miss the defunct ski-lift building at the top of the hill.

"My wife, Lisa, and my mom and dad have helped me so much," Frazier said. "Dad, Earl Bowlby and Mark Swem built this bike in two weeks and Jeff Yoder added the fuel injection and it's really worked out today."

Frazier's time held up for one ride when Thompson stepped up big. A run of 5.048 in round one - the fastest time for both classes in that round - set the stage and everyone knew he could go faster. Thompson launched his White Brothers/Pro-Action-backed BSA off the line and never backed off. Just 4.842 seconds later, Thompson had his third win of 1998 and fast time of the day for both classes.

"I can't thank my dad and our sponsors enough," Thompson said. "They've given me an unbelievably fast motorcycle."

Mac's Cycle Supply rider David Watson followed Thompson's run with his best ride of the day, turning in a 5.452 time for fourth overall despite having to snap off the throttle after the first breaker to keep from flipping.

"I was trying to keep the front end down but we just couldn't get the bike length right," Watson said. "It was either too long to go fast or too short and would wheelie."

Then came five-time and defending National Champion Paul Pinsonnault. Paul had experimented with different lines up the hill and thought he had his best choice lined up. Paul did a good job at the bottom but lost his chance at the win in between the first and second breakers. Paul's nitro-fueled Honda CR500 wheelied as soon as he landed over the first breaker and he wheelied all the way up the hill.

"Well, I didn't mess up and I qualified. I think I needed about a half-inch more length on the swingarm and it would have kept the front end down," said Pinsonnault. Paul's 5.21-second run was his best effort of the day, leaving him in third and adding to his 1998 points lead.

The rest of the class had their go at the hill but none could better the fast time and Thompson had his win.

"We just tried to play it nice and easy and not do anything stupid in the qualifiers, then let it all hang out when it counted," Thompson said. "It worked out for us today."

(Left) Terry Thompson was the man in the 540cc class at the All-Star Challenge hillclimb. Thompson set fast time of the day in taking his second straight win. (Above) James "Jammer" Large took the win in the 800cc class on his Harley-Davidson.

800cc

There were some surprises in the final 800cc-class round as Willie Price, Wallace Fowler, Russ VanderVeen and Beese Wendt were all eliminated in the second qualifier.

Rodney Smith on the Action Motorsports/Answer-backed Yamaha twin was really pumped up after his 5.345 run in round two and he put together another fast pass. Smith went straight as an arrow until he hit the last kicker. His bike really swapped but he held it on to set the early pace with a 5.249 run.

"I had a good time today, everything clicked, and everyone worked well together," Smith said. "We had a good group of guys over from PA and most of us made it into the points."

Harry Denham and Rodney Williams both had timer problems and would have to make another ride. Then Glen Petty Jr. lit up the Stoughton's Cycle XR750 Harley-Davidson, tuned by Jeff Yoder. Glen had a perfect ride going until the 180-foot mark. His front end jumped skyward and he had to shut it down for a fraction of a second before gunning it through the lights. Still, he pulled in a time of 5.107 to take over the lead.

Dr. Bob's Racing's Mike DeBusk was looking for another top-three finish but his Kawasaki triple two-stroke got away from him over the first breaker, sending him to the far left side of the hill. Though he was able to stay in bounds, his 6.8 was only 10th fastest.

Rodney Williams took his second ride and put in a 6.09 effort on his Triumph for ninth, right behind Bob Shreiner. Shreiner's Kawasaki triple could not keep the front wheel near the ground and he had to shut off the gas three times to clear the lights. Even with all the trouble, Shreiner still took eighth with a 6.057-second run.

Harry Denham's Indianapolis Southside Harley-Davidson/Buell-backed XR750 had an electrical problem all day, causing the bike to miss on top end, but he put together a straight, smooth 6.036-second ride for seventh overall, his best finish as a pro.

"Russ VanderVeen and Bob Scheleti helped work on the bike all day to get it to run better and our finish today was a real team effort," Denham said.

Bobby Templeton's Erskine's PMS for Motorcycles Harley-Davidson leaped off the line and was really moving over the second breaker when it hooked up and the front wheel leaped up into his face. Though he said he didn't want to back off, he had to so his

bike wouldn't get out of hand. He carded a 5.544-second time for sixth place, and that moved him to third in the points race.

Three bikes stood between Petty and the win, and Steve Dresser, winner of round five, was going for it.

"We had water in the magneto on our first run but we're ready now," Dresser said.

Dresser motored his Thompson Racing/Pro-Action/Parts Unlimited-Thor Harley-Davidson on the back wheel from the first breaker all the way past the second breaker for a fifth-place time of 5.278, his best time of the day.

"It wasn't a bad ride for only one wheel on the ground," Dresser said afterward.

Lou Gerencer won the 1996 event at Mount Garfield and he was consistently fast all day, but today the 300-foot hill held him off. Gerencer got a big wheelie between the first and second breaker and had to back off. The 5.237-second time was good enough for third overall and reflected the fine line between winning and losing in Pro hillclimb competition's highest levels.

James Large wheeled the Reiser Cycle Service/White Brothers/F & S Harley-Davidson/KK Motorcycle Supply machine to the line for the last pass of the day. Large's number-one-plated bike had the fastest 800cc time of the day - a 5.061 clocking in round two - but only the last ride counts. Large set up in the far left side of the pit and he flew over the first kicker like it wasn't there. At the 150-foot mark he had to feather the throttle a little to get the front end under control; then he tore through the lights with a time of 5.076 and won the day, moving him into a tie with Petty in the championship lead.

"I wasn't real sure about that last ride when I got to the top of the hill," Large said. "I asked one guy and he said 5.4, and another guy said 5.0. Well, that's a bit of a difference. A 5.0 and I'm going to party a little. If it's a 5.4, I'm going to jump in the lake over there. When I came down the hill, my daughter told me I did good."

Petty was disappointed but not surprised by Large's ride.

"I didn't think my time would hold up but I was hoping it would," Petyy said. "Large was consistent all day. We'll just have to get him at the next hillclimb." CN

Muskegon Motorcycle Club
Norton Shores, Michigan
Results: August 2, 1998

540: 1. Terry Thompson (BSA); 2. Tim Frazier (BSA); 3. Paul Pinsonnault (Hon); 4. David Watson (Hon); 5. Ted Wilkins (Trx); 6. Harry Schreiber Jr. (Hon); 7. Phil Libhart (Tri); 8. Michael Livingston (Hon); 9. Jeremy Thomas (Hon); 10. John Hamilton Jr. (Tri).

AMA 540cc NATIONAL C'SHIP HILLCLIMB SERIES POINT STANDINGS (After 6 of 12 rounds): 1. Paul Pinsonnault (74); 2. David Watson (69); 3. Terry Thompson (68/3); 4. Ted Wilkins (66/2); 5. Phil Libhart (60/1); 6. John Hamilton Jr. (50); 7. Scott McNeely (49); 8. Tim Frazier (45); 9. Mike Pulver (29); 10. Chad Disbennett (26); 11. Wes McCoy (25); 12. Harry Schreiber Jr. (24); 13. Jeremy Thomas (19); 14. James Zucco (18); 15. Tim Freidhoff (15); 16. Toby Thompson (10); 17. (TIE) Mike Templeton/Mike Livingston (8); 19. (TIE) Anthony Smoot/Rich Scheurman (6).

800: 1. James Large (H-D); 2. Glen Petty Jr. (H-D); 3. Lou Gerencer Jr. (H-D); 4. Rodney Smith (Yam); 5. Steve Dresser (H-D); 5. Robert Templeton (H-D); 7. Harry Denham (H-D); 8. Robert Shreiner (Kaw); 9. Rodney Williams (Tri); 10. Mike DeBusk (Kaw).

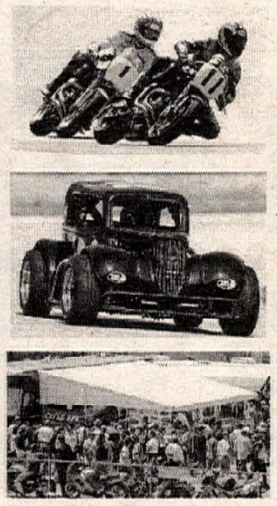
AMA 800cc NATIONAL C'SHIP HILLCLIMB SERIES POINT STANDINGS (After 6 of 12 rounds): 1. (TIE) James Large (2 wins)/Glen Petty Jr. (78); 3. Robert Templeton (54); 4. Lou Gerencer Jr. (52); 5. Steve Dresser (51/1); 6. Mike DeBusk (50); 7. Robert Shreiner (38); 8. Russ VanderVeen (36); 9. (TIE) Willie Price (1)/Rodney Williams (35); 11. Paul Zander (32/1 win); 12. (TIE) Greg Williams (1)/Jeff Thomas (27); 14. Harry Denham (24); 15. Robert Castledine (18); 16. Rodney Smith (17); 17. Mark Swem (13); 18. Jason Petty (12); 19. Wallace Fowler (10); 20. Chris Brown (6).

Upcoming Rounds:
Round 7 - Dansville, New York, August 16
Round 8 - Laurelville, Ohio, August 23

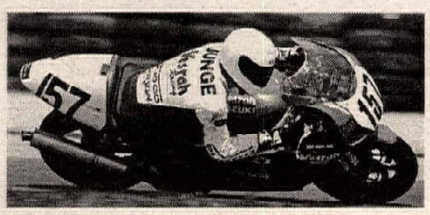
NASB World Cycle Fest

August 28-30
Road Atlanta
Braselton, GA

Friday fan track day
Saturday CCS racing
Sunday NASB pros
and Legends Cars



September 11-13
Miami-Dade
Motorsports Complex
Homestead, FLA



Friday fan track day
Saturday CCS racing
Sunday NASB pros
Gary Rothwell stunt show
Saturday and Sunday

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Full Monty

Three days of amateur racing at the picturesque Washougal track, held prior to the AMA Motocross National at the facility, saw nearly 1300 riders in attendance.

By Pat Dougherty

WASHOUGAL, WA, JULY 30

Three days of amateur racing prior to the AMA/Mazda Truck 125/250cc Washougal National saw nearly 1300 riders enjoying the beautifully prepared and scenic Washougal National motocross track. Conditions ranged from sunshine to cloudbursts, but mostly loamy berms greeted the majority of riders that made the trip from all over the western United States and Canada. Sponsors such as Axo, Dunlop, Scott, FMF, Renthal and Bell (among many more) donated more than $30,000 worth of prizes, which were given away during the racing.

The awesome Ralph Huffman-prepared track featured many changes, such as new tunnels for easier access for the fans and steeper, more difficult whoops for the racers. Actually, the whoops were the focus of many races throughout the weekend due to the many ways riders were getting through them and the fact that the finish line for the amateurs was located at the end of them. A lot of races went right down to the last bump.

A front-runner all weekend was Yamaha pilot Monty Ware out of Gault, California. He definitely showed the 250cc B class the "full Monty" as he brought home the overall ahead of Vancouver, Washington, resident Travis Murphy on his Suzuki. Ware was also leading the Over 25 A/B and Open B motos but failed to string together strong-enough results, ending up with second and a third.

Other highlights included the incredible battles between Yamaha rider Aaron Burns from Chico, California, and the Yamaha-mounted Tyler Kavaney from Snohomish, Washington. These guys were on fire around the relatively high-speed circuit. Burns showed more speed in some sections of the track, but Kavaney was the first rider to use the multiple-triple move through the tough whoop section to his advantage. Fans were literally sprinting back and forth on the infield trying to take in all the action.

In the 125cc B class, Kavaney electrified the fans when he used the multiple-triple move to blow by Burns in the whoops and take the win. In the 250cc B class, Kavaney was at it again, but he washed out his front wheel lining up for the Hillsboro Honda Whoop triple - what a disappointment, as he surely would have been a factor at the end.

Also being run as part of the National Weekend was the Women's Motocross League National round, in which the first-time winner out of College Place, Washington, 15-year-old Nicolette Harris, dominated the series point leader, Dee Wood from Lewisville, Texas.

After grabbing the first-moto holeshot, 1997 WML National Champion Tracy Fleming could only watch as the Honda of Harris just roosted away. Harris could do no wrong. The large crowd was truly impressed with the riding going on and they cheered for the Northwest riders, favoring them over the 31 other women from around the country. CN

Washougal Motocross Park
Washougal, Washington
Results: July 30, 1998

50 (4-6) STK: 1. Stefan Wilde (Cob); 2. Chris Howell (KTM); 3. Tommy Weeck (KTM); 4. Tyler Bergren (Lem); 5. Joshua Quantrille (KTM).

50 (4-6) STK OIL-INJ: 1. Dustin Phillips (Yam); 2. Justin Riley (Yam).

50 (7-8): 1. J.D. Moore (Lem); 2. Brandon Harris (KTM); 3. Matthew Spencer (KTM); 4. Lance Phillips (Lem); 5. Danny Gubser (Lem).

60 (7-8): 1. Daniel Levy (Kaw); 2. Matthew Spencer (Kaw); 3. J.D. Moore (Kaw); 4. Jake Anstett (Kaw); 5. Matthew Strobeck (Kaw).

60 (9-11): 1. Shawn Haberlock (Kaw); 2. Brandon Eacker (Kaw); 3. Michael La Paglia (KTM); 4. Avery Weaver (Kaw); 5. A.J. Perez (Kaw).

80 (12-13): 1. Joey Mancuso (Hon); 2. Don Wolfe (Yam); 3. Philip Ehnat (Yam); 4. Ryan Jaycook (Kaw); 5. Paul Batterby (Kaw).

80 (14-15): 1. Kyle Coen (Yam); 2. Nathan Davis (Hon); 3. Jeremy Moline (Yam); 4. Garet Pilgrim (Hon); 5. Greg Bergren (Kaw).

80 (7-11): 1. Ross Johnson (Kaw); 2. Michael La Paglia (Suz); 3. Sam Deatley (Kaw); 4. Brock Morehead (Hon); 5. A.J. Perez (Suz).

80 D D-1: 1. Kevin Meyer (Hon); 2. Tyler Graff (Kaw); 3. Kasey Alger (Yam); 4. Stephen Riley (Hon); 5. Patrick Davis (Yam).

80 D D-2: 1. Scott Holcomb (Yam); 2. Aaron Gallington (Hon); 3. Scott Chappell (Yam); 4. Seth Warner(Yam); 5. Kenneth Hammontree (Yam).

S/MINI D-1: 1. Joey Mancuso (Hon); 2. Don Wolfe (Yam); 3. Vincent Blair (Hon); 4. Kiel Krogstadt (Kaw); 5. Billy Boughten (Kaw).

S/MINI D-2: 1. Tyler Voss (Hon); 2. Kyle Coen (Yam); 3. Philip Ehnat (Yam); 4. Paul Batterby (Kaw); 5. David Rose Jr. (Kaw).

125 A: 1. Eric Waunch (Yam); 2. Oscar Valdez (Suz); 3. Cameron Wolf (Yam); 4. Tony Mondo (Kaw); 5. Neal Whitmore (Suz).

125 B D-1: 1. Tyler Kavaney (Yam); 2. Aaron Burns (Yam); 3. Ty Lacey (Suz); 4. J.J. Cummings (Suz); 5. Ito Posca (Yam).

125 B D-2: 1. Tyson Taylor (Hon); 2. Freddy Wiecherg (Hon); 3. Craig Truglio (Kaw); 4. Matt Springsteen (Hon); 5. Shawn Bushnell (Kaw).

125 B D-3: 1. Tracy Johnson (Yam); 2. Michael Anderson (Yam); 3. Ryan Duntsch (Hon); 4. Dave Hanson (Hon); 5. Dan Lamb (Suz).

125 C D-1: 1. Sean English (Hon); 2. Jamison Voie (Yam); 3. David Nichols (Yam); 4. Michael Dunn (Hon); 5. Ryan August (Yam).

125 C D-2: 1. Ronnie Peterson (Kaw); 2. Brad Busch (Yam); 3. Judson Wildman Jr. (Hon); 4. Tyson Blood (Suz); 5. Francis Guerrero (Hon).

125 C D-3: 1. Dan Mullis (Hon); 2. Kristopher Howes (Hon); 3. Josh Magill (Yam); 4. James Maltbie (Hon); 5. Brody Walker (Yam).

125 C D-4: 1. Rod Kreiss (Suz); 2. Dan Charney (Suz); 3. Josh Watt (Suz); 4. Dylan Vicha (Yam); 5. Chance O'Neil (Hon).

125 D D-1: 1. Robby McCabe (Kaw); 2. Chad Loessberg (Yam); 3. Mike Samson (Hon); 4. Rich Kohler (Hon); 5. Dustin Martin (Suz).

125 D D-2: 1. Kyle Falls (Hon); 2. Jesse Waldenberg (Hon); 3. Joey Lancaster (Hon); 4. Jonathan Estes (Suz); 5. Joel Swanson (Suz).

125 D D-3: 1. Darin Gable (Hon); 2. Chip Osborne (Kaw); 3. Joel Milton (Hon); 4. Jason Carins (Yam); 5. Scott Graff (Kaw).

250 A: 1. Ryan Terlecki (Suz); 2. Darcy Lange (Kaw); 3. Oscar Valdez (Suz); 4. Nathan Goetz (Kaw); 5. Courtney Geerdts (Suz).

250 B D-1: 1. Monty Ware (Yam); 2. Travis Murphy (Suz); 3. Don Bainbridge (Yam); 4. Scott Watson (Yam); 5. Gary Terlecki (Kaw).

250 B D-2: 1. Craig Truglio (Kaw); 2. Tim Phillis (Kaw); 3. Raymond Bowers (Hon); 4. Kurtiss Favre (Hon); 5. Skyler Harris (Suz).

250 C D-1: 1. Larry La France (Hon); 2. Sean Mattson (Yam); 3. Jim Smith (Yam); 4. Sean Stewart (Hon); 5. Asa Smith (Hon).

250 C D-2: 1. Craig Bowman (Yam); 2. Gary Dunn (Kaw); 3. Brett Donrude (Hon); 4. Patrick Dougherty (Suz); 5. Rory Kizer (Yam).

250 C D-3: 1. Shane Leyden (Suz); 2. Kevin Renzelman (Suz); 3. Steve Cole (Yam); 4. Jedd Ambrosini (Hon); 5. Marcus Melendrez (Yam).

250 D D-1: 1. Ron Mies (Kaw); 2. Jay Linstroth (Hon); 3. Bret Mitchell (Hon); 4. Jeff Beck (Hon); 5. Tom Torpen (Yam).

250 D D-2: 1. Michael Blair (Suz); 2. Jesse Waldenberg (Hon); 3. Frankie Orr (Suz); 4. Bill Winterfield (Hon); 5. Alex Schon (Hon).

250 D D-3: 1. Troy Symes (Hon); 2. Jason George (Suz); 3. Scott Lemke (KTM); 4. Cody Landers (Yam); 5. Brian Cameron (Hon).

25+ A/B: 1. Martin Klossner (Yam); 2. Monty Ware (Yam); 3. Tim Phillis (Kaw); 4. Matt Larson (Suz); 5. Michael Johnson (Hus).

25+ C D-1: 1. Douglas Lindgren (Suz); 2. Steve Cole (Yam); 3. Jon Harrison (Hon); 4. Jere Bolin (Yam); 5. Stuart Patton (Kaw).

25+ C D-2: 1. Eric Martin (Hon); 2. John Moore (Hon); 3. Darin Nishimura (Yam); 4. James Maltbie (Hon); 5. Michael Dunn (Hon).

25+ C D-3: 1. Shane Leyden (Suz); 2. Byron Frick (Kaw); 3. Jim Smith (Yam); 4. Brett Donrude (Hon); 5. Aaron Osborne (Suz).

30+ A: 1. Don Boespflug (Kaw); 2. Martin Klossner (Yam); 3. Tim Phillis (Kaw); 4. Steve Smith (Suz); 5. Steve Machado Jr. (Yam).

30+ B: 1. Kevin Cornett (Yam); 2. Merle Hammer (Kaw); 3. Rob Healy (Yam); 4. David Schmid (Hon); 5. Bruce Baker (Hon).

30+ C D-1: 1. Shane Leyden (Suz); 2. Tony Faux (Hon); 3. Duane Romero (Hon); 4. Russ Kautzman (Yam); 5. Bret Mitchell (Hon).

30+ C D-2: 1. Dennis O'Neil (Kaw); 2. Peter Ellis (Yam); 3. Chip Chapman (Hon); 4. Dave Cheney (Yam); 5. Darin Gable (Hon).

30+ C D-3: 1. Larry La France (Hon); 2. Steve Cole (Yam); 3. John Moore (Hon); 4. Rory Kizer (Yam); 5. Clint Winterfield (Kaw).

30+ C D-4: 1. Richard Rice (Hon); 2. David Harvey (Kaw); 3. Kevin McRae (Yam); 4. Philip Lajiness (Kaw); 5. Ed Saffold Jr. (Kaw).

40+ A: 1. Darryl Zumstein (Hon); 2. Ross Maeda (Kaw); 3. Jim Diyorio (Yam); 4. Jerry Ebert Jr. (Kaw); 5. Randy D. Van Dyke (Hon).

40+ B: 1. Tim Alarcon (Kaw); 2. Ron Rudi (Hon); 3. Allen Stafford (Suz); 4. David Pinkman (Hus); 5. Steve Harvey (Kaw).

40+ C: 1. Gary Chaidez (Hon); 2. Mike Brubaker (Kaw); 3. Peter Crowell (Kaw); 4. Brian Bertsch (Hon); 5. Dan Rosengren (Hon).

BTH D-1: 1. Aaron Burns (Yam); 2. Gary Terlecki (Kaw); 3. Raymond Bowers (Hon); 4. Dwayne Patterson (Hon); 5. Zachary Woodward (Kaw).

BTH D-2: 1. Matt Springsteen (Hon); 2. Brian Barker (Yam); 3. Paul Dixon (Kaw); 4. J.J. Cummings (Suz); 5. Ryan Duntsch (Hon).

BTH D-3: 1. Ryan Henderson (Hon); 2. Todd Blanchard (Kaw); 3. Darin Polsley (Hon); 4. Ty Lacey (Suz); 5. Jedd Ambrosini (Hon).

OPEN B/C: 1. Michael Smith (KTM); 2. Brandon Peterson (Yam); 3. Monty Ware (Yam); 4. Aaron Mattson (Hon); 5. David Donahue (Hon).

OPEN D: 1. Ben Mies (Kaw); 2. Wesley Kruse (Yam); 3. Richard Rice (Hon); 4. Chris Sullivan (Yam); 5. Dave Walmer (Hon).

WMN: 1. Nicolette Harris (Hon); 2. Traci Fleming (Yam); 3. Dee Wood (Kaw); 4. Sedanna Stillrock (Hon); 5. Angie Keuntjes (Yam).

Gaddis triples

By Dave Deringer
Photos by Tony Cipolletti

GRAYSLAKE, IL, JULY 29-30

Riders from across the country made the trip to Northern Illinois for the once-a-year, two-day, big-money event run by Up-Front Promotions. The rent-a-rider program was used, once again, for those riders who pre-entered early enough. Local motorcycle dealerships and area businesses were hooked up with different riders for the event, and, in exchange of covering the riders' entry fees, hotel and a little spending cash, the riders would run the companies' logos for the race.

The track was an arenacross-type layout with supercross-like jumps. A supercross format of heats, semis, and last-chance qualifers were used to narrow the fields down to 15-rider main events.

Kawasaki rider Jimmy Gaddis was the big-money winner, topping three classes over two days of racing.

On Wednesday, Jeromy Buehl grabbed the start of the first 125cc Pro main on his Banzai/Thor/Pro Circuit-backed Honda, with Cliff Palmer, Shae Bentley and Tom Hofmaster next in line. As Buehl dropped back, Palmer took the lead on his Arlington Motorsports/Smith/Carrollton Kawasaki, while Bentley and Hofmaster dived into second and third. Geo Trading/Team Green's Josh Demuth was on a charge, and he was up to fourth on lap two. As Palmer and Bentley were pulling away, Demuth had passed Hofmaster for third and was still on the gas.

Bentley made his move on Palmer on lap five as he outpowered Palmer through the long whoop section. Demuth was closing in on Palmer next and block passed his way into second a lap later.

Bentley pulled away in the final four laps, and Demuth would finish second. Palmer held on to third in front of Hofmaster, who was all alone in fourth.

In the Pro Four-Stroke class, it was Todd DeHoop on his Banzai/Yamaha of Troy-backed YZ400F who nailed the start with Beloit Yamaha/Xtreme/GRP-sponsored Cory Keeney and Pro Source's Anthony Pocorobba in tow. DeHoop pulled away in the first few laps, as Keeney and Pocorobba battled.

Pocorobba got around and made some distance on Keeney several laps later and pulled on to the tail of DeHoop. With one lap to go, Pocorobba made several attempts to get past the veteran DeHoop, but to no avail. DeHoop took the checkers with inches to spare.

The 250cc Pro main would be another crowd-pleasing battle, as well. Buehl grabbed the start with Pocorobba, Nielsen Kawasaki's Jimmy Gaddis and Banzai Suzuki/Torque Center's Hofmaster next. Gaddis and Hofmaster tangled in turn three resulting in Hofmaster hitting the deck and a pile-up aftermath.

Buehl took advantage of the mess and pulled away from the pack quickly. While running in sixth on lap three, DeHoop went down hard in the whoops and was slow to his feet.

Up front on lap six, Buehl had several seconds on Pocorobba, Gaddis came next in third, Palmer was in fourth, and the hard-charging Demuth was closing in. Gaddis railed a deep berm and cruised by Pocorobba with a few laps remaining. Palmer would strike next, as Pocorobba went off the track briefly and was now in fourth. Demuth was next to dice as he tripled by both Pocorobba and Palmer for third. On the final lap, Demuth came up very short on the triple and crashed violently, resulting in a concussion. Buehl took a commanding win followed by Gaddis. Palmer, Pocorobba, and Bentley rounded out the top five.

The Dash for Cash would place the top five riders out of the 125 and 250cc Pro classes in one race for money to be paid to the top four. In this race, Palmer would take his second win of the night and his fourth trip to the podium, making him the big-money winner on the night. He took home about $1800.

On Thursday, Gaddis nailed the start of the 125cc Pro main with Banzai/Sinisalo-backed Jimmy Wilson and Palmer settling into second and third. Gaddis established a torrid pace as he pulled away early. Palmer motored by Wilson, as Cycle Craft Yamaha/Sinisalo/Kames-backed Mike Katin moved up.

Katin was into third on lap three, while Buehl was working his way through the pack after a poor start. Adoptante and Aero PA/KTM-backed Damien Plotts collided on lap five, and both riders were lying on the track shaken up for several laps.

Buehl moved into third, passing Katin through the whoops on lap six. Gaddis, meanwhile, was stretching his lead on Palmer. On the final lap, Pocorobba and Bentley made their way past Katin to round out the top five.

Florida's Eddie Ray grabbed the holeshot in the Pro Four-Stroke class ahead of DeHoop, Keeney, and Ezerins. DeHoop and Keeney moved by at the end of lap one, while Pocorobba was in fifth.

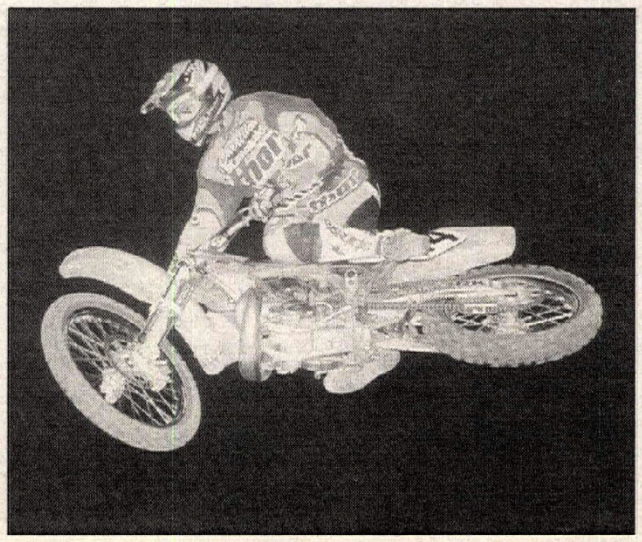
Pocorobba poured it on as he passed Ezerins and Ray and was gunning for the leaders. By lap three, Pocorobba had passed Keeney and was on the tail of DeHoop. In the next few laps, the two had an epic battle passing each other a number of times each lap all the way down to the checkers. Pocorobba made a go-for-broke, wide-open pass on DeHoop through the whoops and took the win by a wheel.

Gaddis, Katin, Wilson and Banzai/Tecate/Kawasaki of Mexico's Ryan Clark were at the head of the pack in the 250cc main. Wilson tripled by Katin into second on lap one, while Gaddis was, once again, pulling away.

Wilson slid out on lap three handing second to Buehl, who had passed Katin. Pocorobba was on it again as he sat in fourth, while Palmer was working on Clark.

Gaddis walked away with his second win of the night and Buehl held second to the finish. Palmer and Pocorobba battled the last few laps, and Pocorobba would take the final podium position.

Gaddis came back for his third victory of the night, this time in the Dash for Cash, ahead of Bentley and Palmer. Gaddis would be the big-money winner on this night. He grabbed about $2500. CN



(Above left) Cliff Palmer (44), Shae Bentley (583), Anthony Pocorobba (690), and Tom Hofmaster (364) mix it up in the 250cc Pro main at the Lake County Fair Stadium Motocross in Illinois.
(Above right) Hofmaster (364), Josh Demuth (48) and Jeromy Buehl (108) bang handlebars off the start of Wednesday's 125cc Pro main.
(Right) Palmer won Wednesday's Dash for Cash.

Lake County Fairgrounds
Grayslake, Illinois
Results: July 29-30, 1998

Wednesday

125 AM: 1. Zac Sapko (Yam); 2. Wade Johnson (Kaw); 3. Jeff Patel (Hon); 4. Ryan Bond (Yam); 5. Jason Shiller (Yam).

250 AM: 1. Zac Sapko (Yam); 2. Lon Franks (Hon); 3. John Mazur (Suz); 4. Skee Hartmann (Suz); 5. Jason Kloptowski (Kaw).

25+: 1. Cliff Palmer (Kaw); 2. Jeromy Buehl (Hon); 3. Cliff Adoptante (Suz); 4. Roy Nafzger (Kaw); 5. Chris Ritter (Yam).

125 PRO: 1. Shae Bentley (Kaw); 2. Josh Demuth (Kaw); 3. Cliff Palmer (Kaw); 4. Tom Hofmaster (Suz); 5. Todd DeHoop (Yam).

250 PRO: 1. Jeromy Buehl (Hon); 2. Jimmy Gaddis (Kaw); 3. Cliff Palmer (Kaw); 4. Anthony Pocorobba (Suz); 5. Shae Bentley (Kaw).

4-STRK PRO: 1. Todd DeHoop (Yam); 2. Anthony Pocorobba (Yam); 3. Cory Keeney (Yam); 4. Eron Ezerins (Yam); 5. Brandon Bartz (Yam).

DFC: 1. Cliff Palmer (Kaw); 2. Jimmy Gaddis (Kaw); 3. Anthony Pocorobba (Suz); 4. Jeromy Buehl (Hon); 5. Tom Hofmaster (Suz).

Thursday

125 AM: 1. Zac Sapko (Yam); 2. John Mazur (Suz); 3. Jason Schiller (Yam); 4. James Overson (Yam); 5. Jeff Patel (Hon).

250 AM: 1. Zac Sapko (Yam); 2. Ryan Bond (Yam); 3. Skee Hartmann (Suz); 4. Jason Kloptowski (Kaw); 5. Wade Johnson (Kaw).

25+: 1. Jeromy Buehl (Hon); 2. Cliff Palmer (Kaw); 3. Cory Keeney (Yam); 4. Mark Wright (Kaw); 5. Brandon Jeffery (Hon).

125 PRO: 1. Jimmy Gaddis (Kaw); 2. Cliff Palmer (Kaw); 3. Jeromy Buehl (Hon); 4. Anthony Pocorobba (Suz); 5. Shae Bentley (Kaw).

250 PRO: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Hon); 3. Anthony Pocorobba (Suz); 4. Cliff Palmer (Kaw); 5. Shae Bentley (Kaw).

4-STRK PRO: 1. Anthony Pocorobba (Yam); 2. Todd DeHoop (Yam); 3. Cory Keeney (Yam); 4. Eron Ezerins (Yam); 5. Brandon Bartz (Yam).

DFC: 1. Jimmy Gaddis (Kaw); 2. Shae Bentley (Kaw); 3. Cliff Palmer (Kaw); 4. Anthony Pocorobba (Suz); 5. Jeromy Buehl (Hon).

Norton beats the Law

By Cheri Alix
Photos by Mike Bernier

BURRILLVILLE, RI, AUG. 2

Yamaha's Tom Norton came from the back of the pack to dust the competition and regain the points lead in what has become an all-out battle for the AMA/NETRA Hare Scrambles Championship.

Kenny Law and the Hoot Owl Scramblers convinced the owner of a 900-acre pheasant farm in northern Rhode Island to allow NETRA to hold a hare scrambles on his property. The owner allowed the club to lay out a 7-mile course on the 100 or so acres that aren't used for hunting. The course was a combination of existing double-wide, dusty, sandy cart roads with freshly cut single-track pine groves.

The seven-lap Expert/Amateur event went off right on time, with 12 AA riders crammed into the small starting line. The front row had roughly 15 feet before they were funneled down the first cart road. As the flag dropped, it was Pub Racing's Brian O'Neill taking the holeshot. Right behind him was Midtown Kawasaki's Patrick Timothy and RER's Ken Valentine. By the time the riders went 100 yards and hit the first turn, it was a total dust storm. As Timothy came out of the first turn, he hit the deep sand and swapped sideways. Josh McLevy was right on his tail and slammed into his rear wheel, cartwheeled, and took out three more riders with him. This turned out to be a great advantage for Norton, who was last off the line. He was able to move up several places within the first quarter-mile on his Valley Motorsports/ARTCO/ Kevin's Cycles Yamaha.

O'Neill's hold on the lead was short-lived. Timothy wanted the lead really bad, and at the 2-mile mark he decided to make his move by carving his own line on the side of the trail and taking over the lead. Unfortunately for him, during his off-trail excursion he hit something with his front end, braking off his brake caliper. This, however, didn't slow him down in the least. By the end of the lap, Timothy and second-placed Brian Lawson had a minute lead over third-placed Kenny Law. O'Neill was now in fourth place but back another 10 seconds, and he had the rest of the pack hot on his tail.

The lead changed hands once again. Early into the second lap, Lawson took advantage of Timothy's missing a turn. Timothy, however, returned the favor, blasting past Lawson at the first mudhole. By the end of the lap, Timothy had put almost 20 seconds on Lawson, who was now being pressured by the rest of the pack. Law, who was now running third, was right on Lawson's rear fender as they came through the barrels. McLevy was now in fourth place - down another 15 seconds - with Norton right behind in fifth.

It was now time for Law to take over the lead. Law quickly passed Lawson after the barrels and had his sights set on Timothy.

"I was flying down this cart road when I hear this bike, pinned, coming up behind me," Timothy said. "Law came around me like I was standing still. He just took the lead away from me and there was no way I could catch him. He must've wanted the win real bad."

By the end of the third lap, Law had put 20 seconds on second-placed Timothy. Third place was now held by Norton, but he was another 30 seconds back, with Lawson 18 seconds behind him in fourth.

McLevy had been running with Norton and Lawson, but McLevy ended up retiring on the third lap after slamming into a stump in a mudhole and braking off his chainguide. This moved Valentine up to fifth.

Law, meanwhile, held on to the lead for the entire fifth lap but Norton was just as determined to take the win, and by the end of the lap Norton had managed to pass Timothy and close to within 25 seconds of Law.

"Timothy got by me just as I was leaving the pit," Norton said. "I got right on him within a half mile and stayed there until the first pine grove, when he missed a turn and I got by. I knew Law was out in front, and I just hit the turbo and went after him."

Norton caught sight of Law just over a mile from the end of the lap.

"I caught him (Law) right after the mudhole and got right on him," Norton said. "He swapped on a log and I just squeezed by. I didn't hear him again. I later found out he ran out of gas an eighth of a mile later."

Luckily, Law ran dry on a downhill leading to the barrels, and he coasted in and was able to get gassed-up without losing too much time. Unfortunately for him, though, he had already lost the lead, and while he was coasting Timothy also sneaked by, taking over second place. Law was now third, with Lawson still fourth.

By the end of the sixth lap, Norton had secured his lead, putting another 10 seconds on second-place Timothy. Lawson and Law battled it out for most of the fifth lap until Lawson hit a rock on a fast cart road, causing his bike to swap.

"I was just starting to pass Lawson when he hit the rock," Law said. "His bike swapped right into me, knocking me right off the track. I hit my head and had an instant headache. Lawson stopped and made sure I got up, but I just couldn't ride after that."

Lawson was on his way to his best finish of the year when, on the final lap, a lapper crashed into him. Lawson got pinned under his fallen bike and was unable to get back up before he was overtaken by Valentine, Law and McNeil. After running at the top all day, Lawson had to settle for sixth place, with Valentine taking third, followed by Law and McNeil.

Norton went on to take the win with more than two minutes on second-placed Timothy.

"The track was fast and fun," Norton said of his ride. "It got really chewed up at the end, with a lot of braking bumps on the cart roads. I just held the bike pinned a gear lower than you'd normally use, and it worked awesome."

Taking the Expert-class High Point and finishing seventh overall was Expert 250cc rider Dennis Decker.

In the Junior class, it was Nathan Kanney once again dominating the field with a two-minute lead over second-placed Ryan Dellaghelfa. William Rowe and Scott DeCosta put on a good show in the Mini class, with both riders staying within seconds of each other for the entire three-lap event. DeCosta held the lead for the first two laps only to lose it on the final lap. He still finished second. CN

(Top) Tom Norton took the win at the Hoot Owl Hare Scrambles despite having to come from the back of the pack. (Left) Patrick Timothy gets a little loose on his way to a front-brakeless second-place finish. (Right) Ken Valentine was third overall in the AA class.

Hoot Owl Hare Scrambles
Burrillville, Rhode Island
Results: August 2, 1998 (Round 2)

GRAND CHAMP: Tom Norton (Yam).
O/A A: Dennis Decker (KTM).
O/A B: Keith Callahan (Hon).
O/A C: Warren Plante (Yam).
AA: 1. Tom Norton (Yam); 2. Patrick Timothy (Kaw); 3. Ken Valentine (KTM); 4. Ken Law (Yam); 5. Luke McNeil (Yam).
250 A: 1. Dennis Decker (KTM); 2. D.J. Lis (Hus); 3. Justin Provencal (Kaw); 4. Matt Jalbert (KTM); 5. Jeff Staples (Yam).
200 A: 1. Jesse Berthiaume (Yam); 2. Steve Formanek (Hon); 3. Nathan Kanney (Suz); 4. Jim Edmonds (KTM); 5. Drew Carpenter (Suz).
OPEN A: 1. John Brown (KTM); 2. Dan Salomone (KTM); 3. Peter Byrne (Yam).
VET A: 1. Marc White (Suz); 2. Craig Pratt (Suz); 3. Marty Mears (Kaw); 4. Chris Simpson (Kaw); 5. Todd Dabkowski (Hon).
SR A: 1. Frank Worthann (KTM); 2. Robert White (Hon).
250 B: 1. Chad Richardson (Yam); 2. Anthony Reo (KTM); 3. Todd Hamilton; 4. David Vallee (KTM); 5. Josh Beebe (Hon).
200 B: 1. Keith Callahan (Hon); 2. Charles Hathaway (Hon); 3. Todd Santheson (Hon); 4. Robert Langenback (Yam); 5. Michael Bush (Yam).
VET B: 1. Dave Dzenutis (Hon); 2. David Bonsall (Kaw); 3. Jeff Picard (KTM); 4. Alan Whitford (Hon); 5. Eric Reinhard (KTM).
OPEN B: 1. Casey Griswold (KTM); 2. Doug Fox (Hon); 3. Dan Hayes (KTM).
4-STRK B: 1. Stace Ames (Hon); 2. James Simonds (Yam); 3. Brian Sebben (Yam); 4. John Merola (Yam); 5. Jim Walsh (Suz).
SR B: 1. Chris Fahan (Hon); 2. David Kanney (KTM).
S-SR: 1. James Simone (CRE).
250 C: 1. Warren Plante (Yam); 2. George Jordan (KTM); 3. Carl Andrews (Hon); 4. Eric McHugh (Kaw); 5. David Maurice (Kaw).
125 C: 1. Timothy Morin (Suz); 2. Matthew White (Hon); 3. Marc Richard Jr. (Suz); 4. William Rowe (Kaw); 5. David Blais (KTM).
200 C: 1. Peter Serrilla (Kaw); 2. Joshua Dalgnault (Kaw); 3. Andrew Cushing (Kaw); 4. Jared Wheelock (Hon); 5. Stephen Allegrezza (Yam).
VET C: 1. David Rubendunst (Suz); 2. Thomas Vallee (Kaw); 3. Thomas Cooley Jr. (KTM); 4. David Gargiulo (KTM); 5. David Dufresne (Suz).
OPEN C: 1. Scott Harrington (KTM); 2. James Bain (KTM); 3. Richard Zeleznik (Kaw); 4. Chad Dalokowslo (Kaw).
4-STRK C: 1. Chris Nicholas (Hon); 2. Thomas Cassidy (Hon); 3. Ray Benza (Hon); 4. Paul Phillips (Hon); 5. David Oram (Yam).
SR C: 1. Jeff Fluckiger (KTM); 2. Brian Provencher (Kaw); 3. Charles Kennedy (Suz).
VINT: 1. Anthony Leary (Mon).
JR: 1. Nathan Kanney (Suz); 2. Ryan Dellaghelfa (Yam); 3. Robert Langenback (Yam); 4. John Moore (Yam); 5. Adam Abom (Yam).
WMN: 1. Heidi Landon (Kaw); 2. Dawn Silvia (Kaw); 3. Brandi Vaughan (Kaw).
MINI: 1. William Rowe (Kaw); 2. Scott DeCosta (Kaw); 3. Paul Dellaghelfa (Hon); 4. Darren Capote (Kaw); 5. Timothy Langenback (Yam).

Over the top

By Karel Kramer/Dirt Rider

BILLINGS, MT, JULY 25-26

The annual Us (Montana riders) vs. Them (riders from everywhere else) battle picked up where it left off in 1997. Montana riders were the first over the hill in most classes and former event champion Shannon Chamberlain even set fast time for the event, but in the end the four major money classes came down to an even split with the locals, Chamberlain winning the Open Unlimited class on a motocross-framed Suzuki GSX-R1100 and multitime champion Dusty Beer wining the 0-600 Rubber Tire class aboard a KTM 500. Second-generation hillclimb veterans Travis Whitlock (now living in Colorado) and Kenny Kimball topped the other two classes. Kimball made four-tenths of a second worth $500 when he set fast time over Whitlock in the Open rubber Tire class. Whitlock, in turn, smoked to a time nearly two seconds faster than runner-up Nolan Martin. Paying only $500 to win, the advanced class is not a big factor in the purse, but this class that pits the fastest six finishers in the two rubber tire classes in a two-runs/winner-take-all championship at the end of the event is very high on prestige. The advanced-class winner is considered the event and Montana state champion. Whitlock ripped another fast time to win the advanced class by a second over Chris Herman.

In the end, though, despite a preponderance of Montana-based riders, Whitlock ($3640) and Kimball ($2650) were the big-money winners. Chamberlain ($2350), Beer ($1850) and Dave Johnson ($1825) weren't too far behind. Beer can usually be counted on to collect a larger share of the pie, but disaster struck early on Sunday when he crashed and hurt his leg after free-falling from the top of the face. Despite riding in pain, he finished all his classes and four runs in the advanced class.

This was the 79th annual hillclimb, and the climb has been held in the same location for more than 50 years, and the years of climbing haven't made the short but challenging hill any easier. In fact, the wet winter allowed the bottom of the hill to sag, and that left a jumble of violent vertical ledges in the middle of the hill that proved a more effective stopper for riders than the more spectacular 15-foot vertical face at the top of the hill. As if the hill weren't already diabolical enough, the club threw in numerous turns for the lighter bikes that made establishing momentum nearly impossible. Getting a good draw in the riding order proved critical. Too early and the ledges were unmercifully sharp-edged; too late and riders were faced with bike-swallowing ruts.

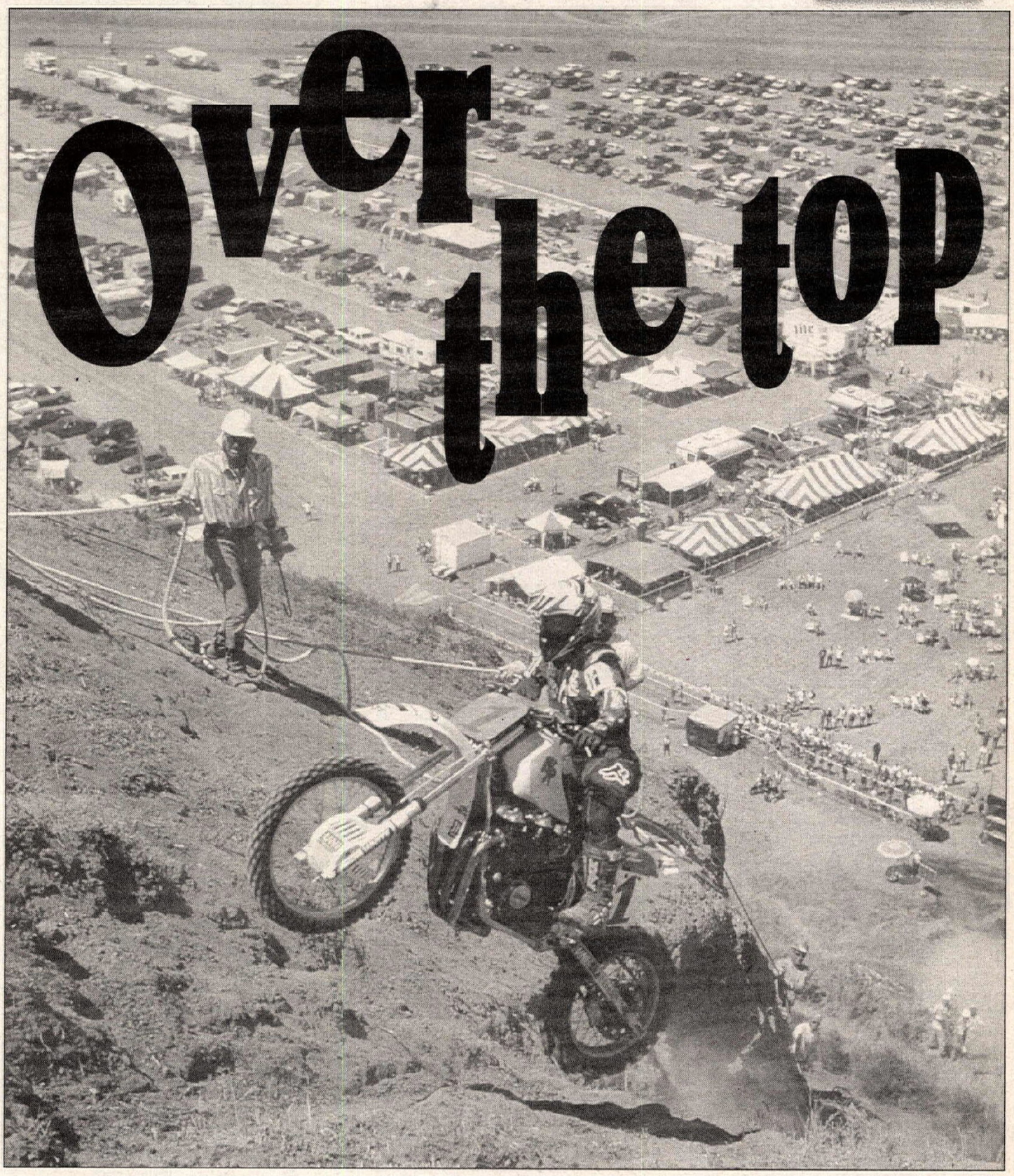
When the event got under way - in front of a huge, 20,000-strong crowd - Beer topped a close-fought victory with a 22.218-second ride in the 600cc class. Martin and Chamberlain were also in the 22-second bracket, with Kenny Kimball, Jerry Seeley and Pete Loomis following with times in the 23-second range. Dave Johnston was the only rider in the 24-second bracket, and he was the first rider to top the hill. The small, 16-rider Senior class used a different line since the midhill S-turn had become so deeply rutted, and David Ruff took the win with a 16.444.

Sunday's festivities got started with the 0-700 Unlimited class. Since the rules are so lax in this class, the line they have to use is much more difficult than for the other classes. Right after the short, 30-foot run at the base of the hill, the course turned hard left, dropped slightly downhill, then required riders to crank a hard right run up a bike-high vertical ledge. Many riders ended their day there, within spitting distance of the start. Riders that did burst over the ledge faced an off-camber run to gain speed before the jumble of ledges midhill. Whitlock was the best here. He unleashed his potent Honda CR500R, hit the first short vertical jump and used basic supercross techniques to throw the bike up and out to clear all the rest of the humps and blitz the upper third shale slump and the vertical face at the top in 19.983 seconds. All of the 15 riders who earned money in this class topped the hill.

Next up was the "big iron" classes. The sound and speed of these mad-scientist hybrids and their 300-foot roosts are what really bring the spectators to the climb. On his first attempt, Kimball used the 1200cc Honda-engined machine that he built in the early 1980s to collect another paycheck. Whitlock was just three-tenths of a second slower, with Michael Reesor another three-tenths behind him. Ninth-placed Brandon Whitlock was the final rider over, with a 19-second run.

Most of the same bikes and riders were back for Open Unlimited. The class is just what its name suggests, and aside from some safety rules, it is a run-what-you-brung affair. The bikes run the same hill as the Open Tire class, so times were faster. Chamberlain held the throttle on in the rut formed at the top of the hill, spun out and slid backward through the timer beam. The rules require that the rider have one hand on the handlebar when it breaks the beam to be considered a complete run, so his GSX-R1100-powered ride of 12.157 was the fastest in the class and the quickest of the event. Johnston was second and Travis Whitlock was third. Every rider in the top 10 topped the hill.

Then the top six riders in the two Tire classes faced off for the advanced class and the championship. Chris Hermann was the first rider over, soon after Kimball (who qualified for the advanced class on both-sized machines) free-fell down the cliff at the top on his CR500 ride. Seconds later he ran his four-cylinder up two seconds faster than Hermann. Whitlock then lined up his FJ1200 and ripped off a run two seconds faster than Kimball's. Whitlock's time stood and he became the first rider in modern times to win the event five times. CN



Travis Whitlock, here piloting his FJ1200-powered machine up the treacherous hill, became the first five-time Great American Hillclimb winner in modern times.

Great American Hillclimb
Billings, Montana
Results: July 25-26, 1998

0-600 RUBBER TIRE: 1. Dusty Beer; 2. Nolan Martin; 3. Shannon Chamberlain; 4. Kenny Kimball; 5. Jerry Seeley.

SR: 1. David Ruff; 2. Ken Long; 3. Dan Frye; 4. Leroy Ebeling.

0-700 UNLIM: 1. Travis Whitlock; 2. Nolan Martin; 3. Ed Taylor; 4. Dusty Beer; 5. Kenny Kimball.

701-UP UNLIM: 1. Shannon Chamberlain; 2. Dave Johnston; 3. Travis Whitlock; 4. Larry Coleman; 5. Robie Peterson.

OPEN RUBBER TIRE: 1. Kenny Kimball; 2. Travis Whitlock; 3. Michael Reesor; 4. Ron Zundel; 5. Dusty Beer.

ADVANCED: 1. Travis Whitlock; 2. Chris Herman; 3. Nolan Martin.

(Above) Honda XR-mounted Chuck Miller (not the Baja winner) negotiates a narrow bridge on day two of the Mammoth 250.
(Left) Calvin Rayborn III starred for the American team in the Trans Atlantic Match Race Series, held at Cadwell Park in England.

Vanson/Team Obsolete Trans Atlantic Match Races, Round Two: Cadwell Park

Brits, again

By Dave Roper and Erik Green

CADWELL PARK, ENGLAND, JULY 25-26

The latest round of the continuing Trans Atlantic Match Races took place at Cadwell Park in the scenic Lincolnshire Wolds, held in conjunction with the Forgotten Era Super Challenge.

Cadwell Park must rank among the finest of the British short circuits, as it winds its way through the picturesque farmland. The most unique aspect of the circuit is the "Mountain," a steep rise after a sharp left-right combination that levels abruptly, providing the perfect opportunity for crowd-pleasing jumps. The circuit combines a tight, twisty section through the woods with an open high-speed sweeping portion.

The Trans Atlantic Match Race format pits 500 and 750cc classic teams in a North America vs. UK/Europe challenge. After two races during round one at Laguna Seca in Monterey, California, Yanks led the Brits, 207-200.

For Cadwell Park, team captain Dave Roper, on an ex-Agostini MV Agusta 500 Triple, led the USA Team - comprised of Nancy Delgado (on a Seeley G-50), Don Vesco (on a Norton Manx), Erik Green (on a Team Obsolete G-50), Yvon DuHamel (on a BSA Triple), John Long (on a Triumph Triple), Cal Rayborn III (also on a Triumph Triple) and Malcolme Tunstall (on a Ducati Special) - against the UK Team, which was comprised of Dave Pither (the team captain, riding a Triumph Triple), Chris McGahan (also on a Triumph Triple), Vernon Glashier (on a Seeley G-50), David Hughes (on an Arter Matchless G-50), Colin Breeze (on a BSA Triple), Karl Bell (on another Triumph Triple), Stef Sindorf (also on a Seeley G-50) and Mickey Carter (on another Seeley G-50).

Don Vesco was a last-minute no-show, as good salt conditions at the Bonneville Salt Flats beckoned.

The 500cc race was gridded in the first wave, with a 10-second lead on the 750cc grid. At the start of Saturday's race, Vernon Glashier jumped into the lead, with Stef Sindorf hot on his heels. Roper followed, his early pursuit tempered by a couple of slides, which allowed Glashier and Sindorf to pull away. On the second lap, Sindorf pulled into the lead, ahead of Glashier.

Meanwhile, Cal Rayborn III was chasing Dave Pither at the front of the 750cc class. Both passed Roper midrace and were closing on Sindorf and Glashier. Behind Roper, DuHamel was leading Mickey Carter and John Long.

On the last lap, Sindorf, feeling intense pressure from Glashier, tried too hard coming out of the Gooseneck, ran off the track and lost control of his bike on the way down to Mansfield Corner. Glashier took the 500cc win and the overall, and Pither just barely beat Rayborn to the finish.

The fastest lap of the race went to Rayborn, with a 1:42.5 - an excellent time, as he was just coming to grips with his Triple and the unfamiliar, challenging track. The day ended with the UK Team winning, 118-112.5, with a cumulative score of 318-319.5 in the favor of Team USA. A scant 1.5-point gap promised to make for an exciting Sunday event.

Sunday's Match Race began like Saturday's, with Glashier immediately taking the lead, followed by Roper and Sindorf. Roper quickly took away Glashier's lead on the first lap on his MV 500/3. His charge, however, was short-lived, as the MV started to misfire and Glashier went past. On the third lap, the MV misfire deteriorated and Sindorf passed him. Roper then pulled off into the pits and retired his machine. In the 750cc class, meanwhile, Breeze, back in action after repairing his BSA Triple (which he practically totaled in Saturday's morning practice), led Pither and Rayborn, with "Super Frog" DuHamel and Malcolme Tunstall dicing behind them. Rayborn charged to the front, passing Pither, Breeze and Sindorf. Pither and Breeze passed Sindorf shortly thereafter. Rayborn, pulling monster wheelies over the "Mountain," took the overall lead and passed Glashier. Breeze, setting the fastest lap of the race at 1:41.3, passed Pither for second place.

As the last lap wound down, attention was focused on the dice between DuHamel and Tunstall. As DuHamel entered Hall Bends, his right clip-on broke, and he appeared to be heading for one of Cadwell Park's ever-present dirt embankments. He ran off the track, forcing Tunstall to follow. Incredibly, both seemed to recover as they went out of sight toward the hairpin. When they came into sight again for the run to the checkered flag, Tunstall had a clear lead, while DuHamel limped home slowly . Unfazed, DuHamel jammed the unattached clip-on into the fairing and twisted the throttle against the brake lever in his determination to finish and salvage seventh overall.

After Sunday, the Brits led, 440-430. The man of the meeting most certainly was Seeley G-50-mounted Glashier, who won both 500cc races and was overall high points scorer. Pither, who was high points scorer at Laguna, passed the Hailwood Trophy on to Glashier, who will keep it until this year's final Trans Atlantic Match Races at Daytona on October 25. CN

Results

500 DAY 1: 1. Vernon Glashier (See); 2. Dave Roper (MV); 3. Mickey Carter (See); 4. Dave Hughes (Mat); 5. Nancy Delgado (See).

750 DAY 1: 1. Dave Pither (Tri); 2. Cal Rayborn III (Tri); 3. Yvon DuHamel (BSA); 4. John Long (Tri); 5. Karl Bell (Tri).

500 DAY 2: 1. Vernon Glashier (See); 2. Stef Sindorf (See); 3. Erik Green (Ric); 4. Dave Hughes (Mat); 5. Nancy Delgado (See).

750 DAY 2: 1. Cal Rayborn III (Tri); 2. Colin Breeze (BSA); 3. Dave Pither (Tri); 4. Malcolme Tunstall (Duc); 5. Yvon DuHamel (BSA).

POINT STANDINGS: 1. UK (440); 2. USA (430).

CountDown Mammoth 250

Geezers' revenge

By Chris Jonnum

MAMMOTH LAKES, CA, AUG. 1-2

Though preceding weeks saw the scenic Mammoth Lakes region besieged by the pierced bodies and died hair of youths attending the Mammoth MX and NORBA mountain-bike races, nary a nose ring was spied at this weekend's dual-sport ride, where the only blue coiffures belonged to many of the riders' wives (Kim Bennett, Shelly Morefield and Patrice Payne - who all rode their own motorcycles - were not among that number).

"I don't know what it is, but my rides always seem to draw the older guys," said organizer Jerry Counts, whose sign-up sheet included such aces of yore as Jesse Goldberg and Cal Bottom - riders only slightly younger than the ride's woolly namesake.

Including optional hard ways, day one's 130 entrants covered 160 miles of mostly Jeep roads through the Inyo Craters, Lookout Mountain, June Lake and Owens River areas, and as most riders' attention was at least partially distracted by the numerous impressive vistas, it was a good thing said hard ways were somewhat mistitled. While many a rider was spotted flailing in Mammoth's infamous front-end-sucking pumice, predicaments were limited. Among them was Brookings, Oregon's Lee Riddle, who, while coming to terms with the

unfamiliar dry terrain, ironically crashed in one of the few water crossings. Bill Fullmer Sr. spent part of the morning trailside working on his bike of the week (a Husaberg having replaced his CCM).

Welcome breaks from the foglike dust were provided at Gull Lake Park (where riders took in a wedding while munching their barbecue-beef sandwiches) and Brown's Campground. Tri-tip steaks and barbecue chicken were served at Grumpy's Sports Bar for that evening's dinner, where Mammoth Visitor Bureau's Ralph McMullen and Mono Lake county supervisor Joann Ronci addressed the crowd.

The close to 50 riders who begged off of Sunday's 80 miles missed out on a good thing, as less dust and more scenery had most singing the day's praises. Particularly popular was a "hard" section through a ravine-bottom stream, but the entire course (which took in the Diablo Casa Hot Springs, Long Valley and Dead Man regions) had most riders chuckling through their grimy dentures. CN

Walker shows the way in Pro Sports Motocross

By Steve and Peggy Corlee

WYTHEVILLE, VA, JULY 19

Yamaha of Kingsport's Kevin Walker showed that he is fully recovered from the injury he incurred last fall by sweeping both the 125 and 250cc Pro classes at the Wiseco/Tucker-Rocky/Scott USA-sponsored Virginia State Championship.

Riders from 12 states converged on the Pro Sports racing facility, and great weather and track preparation as well as first-class competition provided exciting racing all day long.

Walker's wins were by no means easy, as North Carolina's Jim Chester and Pennsylvania's Gaylon Dickson Jr. applied pressure in the 250cc class. Virginia's Tim Hodock joined Chester in the 125cc class in an attempt to keep Walker honest. In the first 250cc moto, Dickson and Chester took each other out - not once, but twice - in the first lap, allowing Walker to get away. In the second race, Walker took the holeshot and led wire to wire.

After a holeshot and a brief stint in the front of the 125cc Pros, West Virginia's Richard Prather crashed out as Walker took over to begin a two-moto sweep of that class, followed by Chester and Hodock.

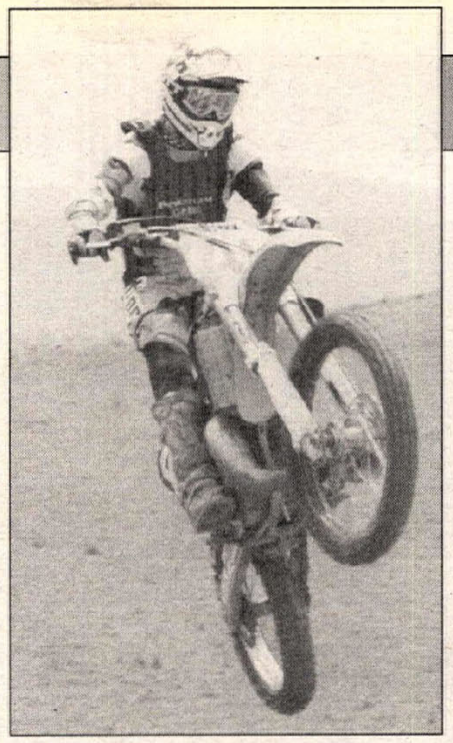
In B-class action, Team Green/Podium One-sponsored Ben Riddle totally dominated both the 125 and 250cc classes, much to the delight of Team Green's Jeff Chambers, who was on hand, along with his crew, to provide support for Riddle as well as for the multitudes of Kawasaki riders in attendance. Riddle was never headed in any of his races, and it is easy to see why he is being touted as the next "great one" from the Team Green ranks.

Riddle was followed home by North Carolina's Joshua Capps in the 250cc class and West Virginia's Timmy Milligan in the 125s.

In the Over 25 A-class action, Chester and Dickson managed to hold Walker to a third overall, with North Carolina's Ben Rutledge and Tim Hodock rounding out the top five.

Pee Wee action was hot as Cobra-mounted riders swept the top spots in both divisions. In the 4- to 6-year-old class, Maryland's Colton Bailey held on for the win, ahead of North Carolina's McKinnon Welborn and Dustin Chandler. In the 7- to 8-year-old class, North Carolina's Austin Stroupe bested Maryland's Sean Hackey and Justin Boston.

In C-class action, consistency was the key as North Carolina's Brad Robertson topped the 125s with 1-1 finishes and Suzuki-mounted Evan Owenby did likewise in the 250s while their fellow competitors struggled with up-and-down moto results.



Ben Riddle dominated both the 125 and 250cc B classes in the Virginia State Championship MX, held in Wytheville, Virginia.

Results

50 SHAFT/JR: 1. Adam Ivers (Yam); 2. Tyler Robertson (Yam); 3. Shane Hall (Yam).

50 (4-6): 1. Colton Bailey (Cob); 2. McKinnon Welborn (Cob); 3. Dustin Chandler (Cob); 4. Michael Hartwell (KTM); 5. Chris Goodman (Act).

50 (7-8): 1. Austin Stroupe (Cob); 2. Sean Hackey (Cob); 3. Justin Boston (Cob); 4. Garrett Church (Cob); 5. Zack Osborne (Cob).

60 (7-9): 1. Jake Griffis (Kaw); 2. Chad Wages (Kaw); 3. Austin Stroupe (Kaw); 4. Steven Houser (Kaw); 5. Sean Hackey (Kaw).

60 (10-11): 1. Philip Ivers (Kaw); 2. Jordan Troxell (Kaw); 3. Christopher Chesnee (Kaw); 4. Taylor Reilly (Kaw); 5. Matthew Townsend (Kaw).

85 (12-13): 1. Chad Ward (Hon); 2. Matt Miller (Suz); 3. Brian Behnen (Kaw); 4. Chase Roberts (Kaw); 5. Jason Tucker (Kaw).

85 (14-15): 1. Isha Wood (Kaw); 2. Nicholas Vargo (Suz); 3. Brian Carlisle (Suz); 4. Leslie Barrett (Kaw); 5. Joshua Wyatt (Hon).

85 D: 1. Brandon Belcher (Suz); 2. Shane Kendrick (Suz); 3. Philip Williams (Kaw); 4. Jarod Scalf (Kaw); 5. Lucas Walker (Yam).

JR MINI: 1. Josh Davis (Kaw); 2. Jake Griffis (Suz); 3. Chase Beck (Suz); 4. Philip Ivers (Suz); 5. Chase Whitten (Kaw).

S/MINI: 1. Brian Behnen (Kaw); 2. Isha Wood (Kaw); 3. Josh Davis (Kaw); 4. Chase Roberts (Kaw); 5. Stephen Houseman (Kaw).

SCHBY: 1. Chase Barnes (Suz); 2. Daniel Tesh (Suz); 3. Shane Hager (Kaw); 4. Doug Earls (Suz); 5. Christopher Hovis (Yam).

125 PRO: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. Tim Hodock (Suz); 4. Brandon Turlington (Yam); 5. Terence Kennedy (Yam).

125 B: 1. Ben Riddle (Kaw); 2. Timmy Milligan (Suz); 3. Daniel Tesh (Suz); 4. Joshua Capps (Kaw); 5. Joseph Prather (Kaw).

125 C: 1. Bradley Robertson (Yam); 2. Siler Chapman (Suz); 3. B.J. Huntsinger (Suz); 4. Isha Wood (Kaw); 5. Matt Blevins (Suz).

125 D: 1. Patrick McAbee (Yam); 2. Charles Meadows (Suz); 3. Bobby Prater (Suz); 4. Brian Prokupek (Kaw); 5. Aaron Bond (Suz).

250 PRO: 1. Kevin Walker (Yam); 2. Jim Chester (Suz); 3. Gaylon Dickson Jr. (Kaw); 4. Tim Hodock (Suz); 5. Terence Kennedy (Yam).

250 B: 1. Ben Riddle (Kaw); 2. Joshua Capps (Kaw); 3. Shane Jenkins (Suz); 4. Jon Boy Monk (Hon); 5. Joseph Prather (Kaw).

250 C: 1. Evan Owenby (Suz); 2. Noel Hall (Kaw); 3. Michael Robinson (Kaw); 4. Bobby Sanders (Suz); 5. Timothy Elrod (Suz).

250 D: 1. Michael Kidd (Kaw); 2. Jason Brown (Suz); 3. Mason Henson (Yam); 4. Jeff Bowman (Kaw); 5. Jamie Manis (Suz).

U/L AM: 1. Timmy Milligan (Suz); 2. Evan Owenby (Suz); 3. Justin Brooks (Yam); 4. Timothy Muterspaugh (Kaw); 5. Jason Saunders (Kaw).

U/L C/D: 1. Noel Hall (Kaw); 2. Chad Yates (Yam); 3. Thomas Turner (Kaw); 4. Stephen Edmondson (Kaw); 5. Tracy Bradshaw (Hon).

4-STRK: 1. James Goin (Yam); 2. Chad Viers (Yam); 3. Matt Meyers (Yam).

25+ A: 1. Jim Chester (Suz); 2. Gaylon Dickson Jr. (Kaw); 3. Kevin Walker (Yam); 4. Benjamin Rutledge (Suz); 5. Tim Hodock (Suz).

25+ B: 1. Kevin Blalock (Suz); 2. Larry Sparks (Suz); 3. Shane Jenkins (Suz); 4. Albert McCoy (Suz); 5. Jeff Mushala (Yam).

25+ C: 1. Mark Muncy (Suz); 2. Allen Brown (Suz); 3. Bobby Sanders (Suz); 4. Gregory Pittman (Suz); 5. Jason Rowe (Yam).

30+ A: 1. Gaylon Dickson Jr. (Kaw); 2. Joel Baker (Suz); 3. Sidney Williams (Kaw); 4. Leslie Belcher (Suz); 5. James Hayes (Hon).

30+ B: 1. Larry Sparks (Suz); 2. Albert McCoy (Suz); 3. David Tucker (Suz); 4. Scott Linkous (Suz); 5. Thomas Jennings (Suz).

30+ C: 1. Sam King (Yam); 2. Keith Garland (Yam); 3. Waymon Autry (Suz); 4. Cletis Greene (Hon); 5. Johnny Gibson (Suz).

35+: 1. Joel Baker (Suz); 2. Randy Roberts (Suz); 3. James Goin (Yam); 4. Jeffrey Earls (Kaw); 5. Dennis Scalf (Kaw).

40+: 1. Johnny Gibson (Suz); 2. Carl Neidlinger (Yam); 3. Michael Robinson (Kaw); 4. Billy Angel (Suz); 5. Ted Shortridge (Suz).

48+: 1. Terrell Welborn (Suz); 2. Steve Corlee (Suz); 3. Johnny Gibson (Suz); 4. Ted Shortridge (Suz); 5. Rock Fields (KTM).

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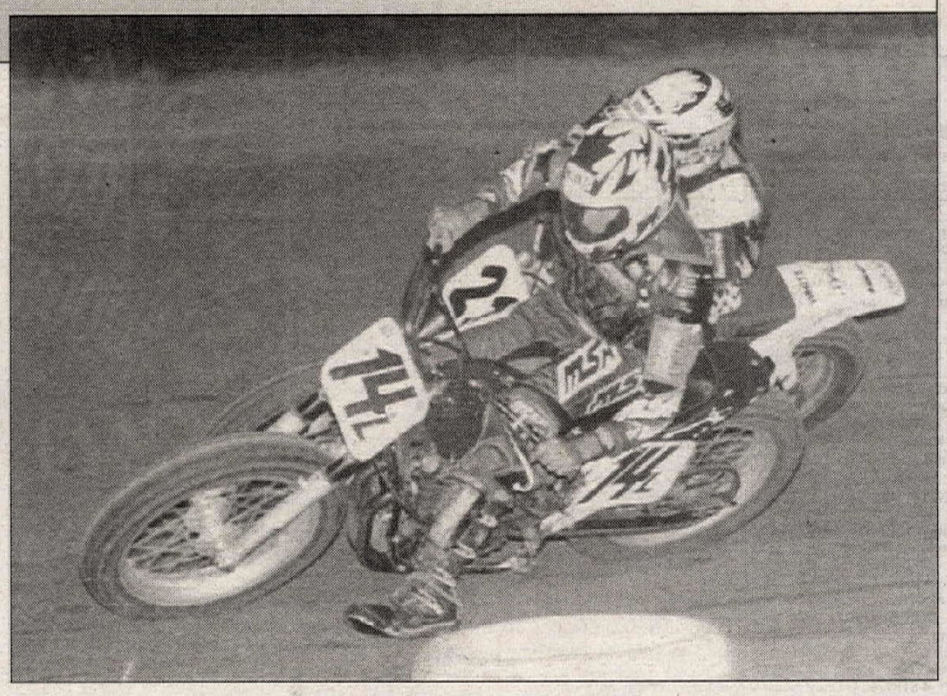

(Above) C.J. Beving (14L) leads Verdeen Langland (22) during the Open Pro class at the SVCC Short Track in Sioux Falls, South Dakota.
(Left) Matt Smith was the top rider in the 125cc Pro class at Green Acres MX in Marion, Kansas.

Smith takes the green at Green Acres Motocross

By Scooter Bell
Photo by Craig Cole

MARION, KS, AUG. 2
Matt Smith won the 125cc Pro class at Green Acres MX in Marion, Kansas.

On a hot, dry day in Kansas, Smith set his sights on Jeff Hedden and Marc Gifford, and, in the first moto, Smith found himself behind Hedden off the start. Hedden kept his Yamaha out front, with Smith, Gifford, Dennis Burnett and Chuck Diebold following.

At the halfway point, Hedden had pulled away, and Smith was now trying to keep Gifford out of the second spot, which Smith managed to accomplish. The checkered flag came out for Hedden, and he was followed by Smith, Gifford, Burnett, Diebold and Ben Thompson.

The second moto started with Hedden and Smith side by side going into the first turn. By the next turn, Smith took the inside line away from Hedden to take the lead. Hedden pushed Smith hard every lap, getting close through some sections of the track and losing ground in other sections.

Meanwhile, Gifford held on to a solid third, and Diebold passed Burnett for the fourth spot. Hedden made one last push through the last two turns, but the front end of his bike washed out, and Smith held on to the win. Smith took the overall, with Hedden settling for second. Gifford, Diebold, Burnett and Thompson filled the top six positions.

In the 250cc Pro class, Hedden came out on top, followed by Gifford, Rick Cotton and Smith.

Results

P/W: 1. Kimber Hardey; 2. Jacob Haas; 3. Dylan Sweeney; 4. Cody Miller; 5. Dalton Miller.

60: 1. Robert Spear; 2. Dillon Cotten; 3. Josh Gilman; 4. Allan Hartigain.

80 JR (7-11): 1. Blake Dunn; 2. Andy Williams; 3. Levi Willinger; 4. Trevor Smith.

80 SR (10-15): 1. Ryan Nett; 2. Lee Robert; 3. Kyle Smith; 4. Jamie Brown.

80 OUTLAW: 1. Nicholas Warren; 2. Ryan Nett; 3. Dusty Herring Jr.; 4. Jamie Brown.

125 NOV: 1. Sharon Stuart; 2. Jeff Walter; 3. Todd Dicke; 4. Justin Ingram; 5. Kevin Diller.

125 INT: 1. Nick Roberts; 2. Eric Schielz; 3. Cy Prior.

125 PRO: 1. Matt Smith; 2. Jeff Hedden; 3. Marc Gifford; 4. Chuck Diebold; 5. Dennis Burnett.

250 NOV: 1. Daryl Walter; 2. Todd Dicke; 3. Marty Morland; 4. Leon Williams; 5. Chris Kitter.

250 INT: 1. Dan Hickey; 2. Robby Eickbush.

250 PRO: 1. Jeff Hedden; 2. Marc Gifford; 3. Rick Cotten; 4. Matt Smith.

VET 30+ A: 1. Rick Cotten.

VET 30+ B: 1. Chris Kirk; 2. Galen Burton; 3. Greg Gilman; 4. Shawn Kirby.

VET 40+: 1. Rob Lanberte; 2. Daryl Walter; 3. Jim Pratt; 4. Rick Bachman; 5. Marlin Hitschmann.

VET 50+: 1. Mike Moreland; 2. Gary Johnson; 3. Tom Hunt.

POST-VINT +5: 1. Walker Andrews; 2. Justin Anderson; 3. Jason Miller; 4. Eric Piotrowski; 5. Cory Abbott.

POST-VINT +10: 1. Jason Holm; 2. Glen Burton; 3. Justin Anderson; 4. Jerry Erb; 5. Ron Schroeder.

VINT: 1. Marlin Hitschmann.

SCHBY: 1. Shawn Stuart; 2. Jeff Walter; 3. Jon Pierce; 4. Ryan Nett; 5. Lee Roberts.

OPEN WMN: 1. Dawn Shockey; 2. Jessica Spear.

OPEN OUTLAW: 1. Cy Prior; 2. Dan Hickey; 3. Robby Eickbush; 4. Cy Prior.

Stone hard to beat in Saline Arenacross

By Lance Martin

HARRISBURG, IL, JULY 21
The Edge-sponsored Doug Stone continued his domination of the Saline County Arenacross by winning all four of the Pro races and most of the $2000 Pro purse. Some 69 riders showed up at the annual event promoted by the Little Egypt Off-Road Motorcycle Club.

In the first 125cc Pro race, LeMond Honda-sponsored Marty Vaughn shot into the lead, and it appeared as though he was on his way to ending Stone's winning streak. On lap 12 of the 14-lap race, Stone was chipping away at Vaughn's lead. One lap later, Stone moved to the front - but Vaughn wasn't giving in. Preparing to make an attempt to move around Stone, Vaughn bobbled two turns from the finish, allowing Stone to ride to victory.

Devin Banks put his LeMond Yamaha at the front of the pack in the second 125cc Pro race, but Stone wasn't ready to concede and he soon motored by to score the win.

The first 250cc Pro race started on a bad note for Stone as he jumped into the band before it was snapped. The band got tangled in Stone's handlebars and the rest of the class was forced to come back for a restart. Stone was placed two bike lengths behind the rest of the field, but he found traction on the outside and was on the lead when the field exited the first left-hander. At the halfway point, Stone had a five-second lead over Vaughn, and he was able to cruise in for the victory.

The second 250cc Pro race provided a little closer racing action for fair-goers, as Vaughn absconded with the holeshot, with Stone and Banks in tow. Stone moved to the outside of Vaughn just past the triples, backing off and ducking inside of Vaughn in the next turn to take the lead. Stone capped off a perfect night by taking the win.

The 50cc class was added to this year's fair race, and Harrisburg's own Craig Nevitt put his KTM out front to take the win.

In the 125cc Amateur race, Marty Keoughn and Matt Newberry swapped moto wins, with Keoughn winning the second to take the overall. Local Wes Newman, having placed fourth in the first moto, was putting in a good ride in the second when he crashed out and broke his collarbone.

Results

BEG: 1. Darren Strickland (Hon); 2. Rick Gower (Yam); 3. Matt Maidlaw (Yam); 4. Tyson Cummings (Hon); 5. Scott Kuhlman (Yam).

50: 1. Craig Nevitt (KTM); 2. Caleb Buntin (Yam); 3. Michael Norris (KTM).

60: 1. Luke Pickering (Kaw).

80: 1. Blake Renshaw (Kaw).

125 AM: 1. Marty Keoughn (Yam); 2. Matt Newberry (Suz); 3. Jared Smith (Kaw); 4. Shawn Sanders (Kaw); 5. Mark Donoghue (Suz).

125 PRO 1: 1. Doug Stone (Kaw); 2. Marty Vaughn (Hon); 3. Devin Banks (Yam); 4. Chad Rhine (Kaw); 5. Adam Clark (Yam).

125 PRO 2: 1. Doug Stone (Kaw); 2. Devin Banks (Yam); 3. Chad Rhine (Kaw); 4. Marty Vaughn (Hon); 5. Adam Clark (Yam).

250 AM: 1. Shane Childers (Hon); 2. Brent Powell (Hon).

250 PRO 1: 1. Doug Stone (Kaw); 2. Marty Vaughn (Hon); 3. Devin Banks (Yam); 4. Chad Rhine (Kaw).

250 PRO 2: 1. Doug Stone (Kaw); 2. Marty Vaughn (Hon); 3. Devin Banks (Yam); 4. Chad Rhine (Kaw).

SR: 1. Scott Buntin (Yam).

Johnson stops Langland sweep in Saddleback ST

By Brad Letcher

SIOUX FALLS, SD, JULY 11
Mike Johnson stood in the way of Verdeen Langland's earning a sweep of the Pro classes during the SVCC Short Track races at Saddleback Race Park in Sioux Falls, South Dakota. White Brothers/MotionPro/Bieffe-backed Langland earned wins in two out of the three Pro classes during the night. The Yamaha-mounted Johnson, though, would snap the stranglehold Langland had over the Pro classes with a win of his own.

The Open Pro TT class opened the night, and a perfectly prepared track greeted the riders. Johnson and Langland jumped out front, followed by Brad Letcher, C.J. Beving and Verlon Langland. For the first half of the race, Johnson and Verdeen Langland battled side by side, with Midwest Line-X/First Class Design/QB Conoco-backed Letcher hot on their heels. Johnson was credited with the lead each time past the stripe, but Verdeen Langland was switching lines and leaning on Johnson everywhere on the track. Going into the infield section on lap four, the lead duo went wide trying to outbrake each other and Letcher was able to duck to the inside. Johnson held the lead, with Verdeen Langland in second as Letcher struggled to get by. Beving and Verlon Langland also caught the leaders and began battling for the third position with Letcher.

Johnson and Verdeen Langland pulled away to battle among themselves as the battle for third heated up. Johnson, however, finally secured the lead for good, taking the win over Verdeen Langland. Letcher held third over Beving and Verlon Langland.

Verdeen Langland went to the low side at the start of the 250cc Pro class to grab the holeshot, making a miraculous recovery as he hit a dusty area and nearly threw it away. His younger brother Verlon jumped past several riders during the confusion to challenge Verdeen for the lead. Verdeen would regain the top spot before the lap was over, with Verlon hot on his heels. Sheldon Wenz, Johnson, Beving and Letcher, meanwhile, started to chase down the Langland duo. Verdeen wasn't going to let this race get away from him and he started to pull a lead as the battle for second heated up. Wenz slid past Verlon Langland on the second lap. It would take Johnson several laps to get by Verlon Langland for third and the rest of the race to hold him off.

With two laps to go, Beving made a mistake in turn three, allowing Letcher to take over fifth. Verdeen Langland took the win, followed by Wenz, Johnson and Verlon Langland. The Open Pro class topped off the night with another close race. Beving nailed the holeshot in front of Langland, Wenz and Pete Tapkin. Beving rocketed to a big lead and rode flawlessly for several laps, but Langland slowly caught the leader and started to apply pressure.

With the track allowing fast lines from the top to the bottom, Langland slid alongside Beving on the top of turn four. Beving held the top spot, though, but suddenly began to struggle with the bike. Langland slid into the lead as they neared the halfway point. Wenz was next to close on Beving, as Tapkin lurked in fourth. The leaderboard wouldn't change for six laps, although the race for second was a three-way dogfight. Beving dropped to fourth on the last lap as both Wenz and Tapkin gained a position.

Langland scored another win, with Wenz, Tapkin and Beving crossing the line just behind.

Results

MINI 50: 1. Alex Jorgensen (Hon); 2. Luke Lambrecht (Suz); 3. Anthony Bauer (Hon); 4. Taylor Bissel (Kaw); 5. Brady Reinke (Hon).

MINI 60: 1. Tony Bissel (Kaw); 2. Jacob Ahl (Kaw); 3. Caleb Sullivan (Kaw); 4. Anthony Bauer (Kaw); 5. Jesse Frost (Yam).

MINI 80: 1. Tony Bissel (Kaw); 2. Ryan Deighton (Hon); 3. Robert Thompson (Kaw); 4. Jacob Ahl (Kaw); 5. Caleb Sullivan (Kaw).

SM/ENG: 1. Ryan Deighton (Hon); 2. Nick Feist.

250 A: 1. Shannon Frewaldt; 2. Rodger Wasson (Yam); 3. Scott Studer (Yam); 4. Eric Melcher.

OPEN A TT: 1. Greg Dougherty (Hon); 2. Scott Studer (Yam); 3. Kevin Lemcke (Yam); 4. Chad Johnson (Yam).

OPEN A: 1. Charlie Langland (Hon); 2. Dennis Melcher; 3. Scott Studer (Yam); 4.Chuck Beving (Kaw).

250 PRO: 1. Verdeen Langland (Hon); 2. Sheldon Wenz (Suz); 3. Mike Johnson (Yam); 4. Verlon Langland (Hon); 5. Brad Letcher (Hon).

OPEN PRO TT: 1. Mike Johnson (Yam); 2. Verdeen Langland (Hon); 3. Brad Letcher (Hon); 4. C.J. Beving (Kaw); 5. Verlon Langland (Hon).

OPEN PRO: 1. Verdeen Langland (Hon); 2. Sheldon Wenz (Suz); 3. Pete Tapkin (Hon); 4. C.J. Beving (Hon).

Ricketts takes Trail of Tears

By Lance Martin

JONESBORO, IL, JULY 19
The Little Egypt Off-Road Motorcycle Club hosted round five of the Mid-South Summer Series at the Trail of Tears Lodge and Sports Resort, and some 111 riders showed up to do battle on the 8-mile loop. The racers were greeted by clear skies and close-to-triple-digit temperatures, and the club added a couple of single-track trails and another creek section to welcome the riders from the South.

Indian's Shad Ricketts put his Modern Tire/Bridgestone/Cyclepath-sponsored YZ400 into the creek first with the lead, with previous Trail of Tears winner Chris Graber giving chase.

"I went into the creek in first place, led for a little bit, then missed a corner and lost the lead to Graber," said Ricketts later. "I followed Graber for a while and then missed the trail and lost about 30 seconds."

Gary Hendricks wasn't letting the heat bother him as he ran behind Graber for the first two laps. Ricketts, though, found the trail and worked his way by Graber and Hendricks on lap three.

"I just tried to ride steady and managed to get back around everyone and win by a few seconds," he said. "The trail was probably the most fun of the series so far."

Hendricks, meanwhile, managed to get around Graber to take runner-up honors.

Tim Baker made it two in a row at Trail of Tears as he held off Mark Barton at the end for the win in the 250cc B class.

"Barton and me were swapping places all day," Baker said. "It was good to race with Barton like that."

Baker wins the sportsmanship award for the day.

"Barton was in front of me and he blew by a turn in a faster part of the course," Baker said. "I slowed a bit until he got back on course."

Dallas Mayer put in a good ride to win the Vet class. Mayer also finished eighth overall.

Billy Hall held off Ohio's Chuck Dally to win the Senior class.

Results

O/A: 1. Shad Ricketts (Yam); 2. Gary Hendricks (Kaw); 3. Chris Graber (Yam); 4. Chad Froman (Kaw); 5. Marty Stinnett (Hon).

BEG: 1. Brad Honey (Hon); 2. David Messamore (Kaw); 3. Steve Pinson (Kaw); 4. Tim Henderson (Hon); 5. Roy Holland (Yam).

60: 1. Jackson Ervin (Yam); 2. Dustin Smith (Kaw).

80: 1. Max Friese (Kaw); 2. Mike Pelzer (Yam); 3. Bryce Cowley (Yam), 4. James Baker (Kaw).

200 A: 1. Chad Froman (Kaw); 2. Marty Stinnett (Hon); 3. Eddie Denfip (KTM); 4. Clay Hedgepath (KTM); 5. Tom Campbell (Kaw).

200 B: 1. Louis Gibson (Yam); 2. Derek Bratcher (Kaw); 3. Kyle Peacock (Kaw); 4. Buddy Wyatt (Hon); 5. Dustin Gibson (Yam).

250 B: 1. Tim Baker (KTM); 2. Mark Barton (Kaw); 3. Allen Murphree (Kaw); 4. Jerry Hughes (Hon); 5. Gene Thurman (Kaw).

250/OPEN A: 1. Shad Ricketts (Yam); 2. Gary Hendricks (Kaw); 3. Chris Graber (Yam); 4. Lance Smith (Kaw); 5. Kevin Creekmur (Yam).

OPEN B: 1. Dean Grewe (KTM); 2. Doug Seagraves (Kaw).

VET: 1. Dallas Mayer (Yam); 2. John Glaus (Kaw); 3. Danny Peacock (Kaw); 4. Tom Maines (Kaw); 5. Jim Bates (Kaw).

VET C: 1. Kent Busse (Kaw); 2. Steve Lambruno (KTM); 3. John Sommer; 4. Bub Nicewinter (Kaw); 5. Pete Buzzelli (ATK).

4-STRK: 1. Ryan Newton (Yam); 2. Billy Morton (Kaw); 3. Mark Erwin (Hon).

4-STRK C: 1. Doug Hunerkoch (Hon); 2. Heath Sutton (Hon); 3. Jeff Spore (Hon); 4. Alfred Pryor (Hon).

SR: 1. Billy Hall (Hon); 2. Chuck Daily (Hon); 3. Ronnie Hackett (Suz); 4. Vergle Young (Hon); 5. Dennis Meane (Hon).

H/TRAIL: 1. Shane Gillespie (Yam); 2. Eric Chapprl (Yam); 3. Brian Denning (Kaw); 4. Chris Rickard (Hon); 5. Grady McCormick (Hon).

L/TRAIL: 1. Jeff Lacroix (Yam); 2. Barry McEntire (Kaw); Dustin Harmon (Suz); 4. Marty Crowder (Kaw); 5. Mark Bradshaw (Kaw).

Demuth, Palmer hot at GNC Good Time Motocross

By Liz Surber

MOSIER VALLEY, TX, JULY 11-12

The 21st annual GNC Good Time National experienced the hottest temperatures ever encountered for this event, with the mercury rising over 100 on Saturday and even reaching 110 on Sunday. Igloos filled with iced water were set up in the staging area and at the starting line to help keep the riders cool. And while the temperature was hot, the racing was even hotter, with Josh Demuth taking the 250cc Expert win and Cliff Palmer topping the 125cc Experts.

The 250cc Expert class saw Travis Hodges holding the lead for the first three laps. Michael Peacock stayed close to Hodges for the first two laps, but by the third lap Josh Demuth and Keith Johnson had taken over second and third. It wasn't long before Demuth had claimed the lead, and he held it to the checkered flag. Johnson followed right behind him to claim second. Hodges settled for third, and Cliff Palmer worked his way up to fourth after running as low as seventh.

Brad Woolsey claimed the early lead in moto two and dominated the first three laps. Hodges kept up with Woolsey, but by lap four Ray Mitchell and Demuth had put themselves in the second and third places, respectively. By the fifth lap Demuth had let it be known that he was going for the gold, and he took the lead, which he would hold to the end. Woolsey held on to second place through the white flag, but when the checkered flag waved, it was Keith Johnson in second. Woolsey settled for third and Palmer, who had worked his way through the pack from 10th place on lap 1, finished fourth. Demuth took the overall, with Johnson placing second and Woolsey third. Palmer was fourth overall.

The 125cc Expert action started with Suzuki-mounted Jacob Martin claiming the lead and holding it for the first five laps. Palmer gave chase and overtook Martin on the white-flag lap. Michael Peacock was holding a steady third until lap four, when Woolsey, working his way through the pack, overtook him. When the checkered flag flew, it was Palmer, Demuth, Martin and Woolsey. Johnson worked hard, coming from dead last at the end of the first to take fifth place.

Moto two found Johnson out front for the first three laps, but second-placed Palmer took the lead away on the fourth lap and threw on the coals to pull away for the win. Demuth waited until the fifth lap to jump from third to second, which pushed Johnson down a spot. Woolsey, meanwhile, stayed a steady fourth throughout the moto. Palmer was the man with the overall, with Demuth, Johnson and Woolsey lining up behind him.

Results

PW50-JR50 (4-8): 1. Jacob Escobedo (Yam); 2. Tyler Heemsbergen (Yam).

TEENY MINI (4-6): 1. Brenton Alloway (Cob); 2. Derek Barath (Cob); 3. Cody Braswell (Cob); 4. Matthew Yost (Cob); 5. Juan Ramirez (KTM).

TEENY MINI (7-8): 1. Colten Maynard (Cob); 2. Jos Marburger (Cob); 3. David Wood Jr. (Was); 4. Kyle Cunningham (Cob); 5. Wesley Arrington (Lem).

TEENY MINI STK (4-6): 1. Brenton Alloway (Cob): 2. Derek Barath (Cob): 3. Matthew Yost (Cob); 4. Cody Braswell (Cob).

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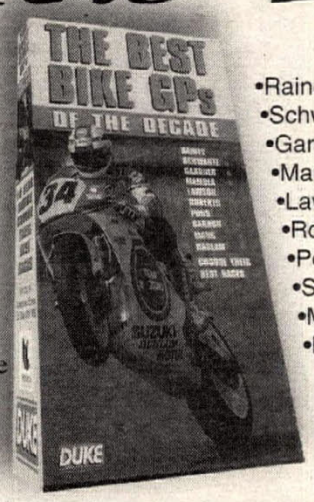

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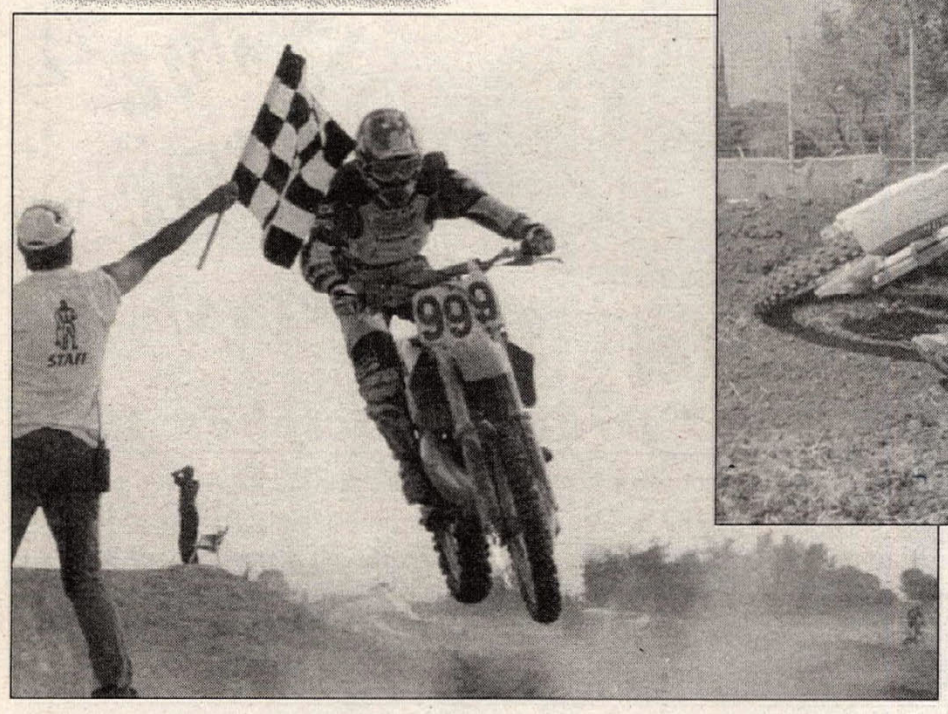

(Far left) Keith Campbell crosses the finish line with the victory in the Over 25 Expert class at the IMI Motorsports Complex in Erie, Colorado.
(Left) Craig Truglio was the 250cc Intermediate-class winner at the Merced Fair.

TEENY MINI STK (7-8): 1. Jos Marburger (Cob); 2. Colten Maynard (Cob); 3. Ryan Serrano (Cob); 4. Cory Perdue (KTM); 5. Brian Bradley (KTM).

S/TEENY MINI: 1. Jos Marburger (Cob); 2. Colten Maynard (Cob); 3. David Wood Jr. (Was); 4. Kyle Cunningham (Cob); 5. Matthew Yost (Cob).

MINI MINI BEG (6-11): 1. Cody Allison (Kaw); 2. Colby Long (Kaw); 3. Jeff Simmons (Kaw); 4. Michael Allison (Kaw).

MINI MINI (6-8): 1. Jos Marburger (Kaw); 2. Colten Maynard (Kaw); 3. Ricky Draper (Kaw); 4. Blake Carlile (Kaw); 5. Kyle Cunningham (Kaw).

MINI MINI (9-11): 1. Shane Squires (Kaw); 2. Scotty Wennerstrom (Kaw); 3. Adam Reson (Kaw); 4. Michael Pritchett (Kaw); 5. Kerry Kerns (Kaw).

MINI MINI STK (6-8): 1. Jared Moore (Kaw); 2. Kyle Cunningham (Kaw); 3. Colten Maynard (Kaw); 4. Kyle Lee (Kaw); 5. Richard Davis (Kaw).

MINI MINI STK (9-11): 1. Scotty Wennerstrom (Kaw); 2. Adam Reson (Kaw); 3. Jay Shandy (Kaw); 4. Cody Clark (Kaw); 5. Kerry Kerns (Kaw).

MINI STK (7-11): Lance Hollister (Kaw); 2. Bryan Zachary (Kaw); 3. Shane Squires (Yam); 4. Adam Reson (Kaw); 5. Andrew Jansing (Yam).

MINI STK (12-13): 1. Nathan Davenport (Kaw); 2. Brandon Fulton (Kaw); 3. Ryan Theriot (Hon); 4. Jonathan Kerr (Kaw); 5. Chance Staggs (Kaw).

MINI STK (14-16): 1. Adam Mennenga (Kaw); 2. James Marshall (Kaw); 3. Dusty Fountain (Suz); 4. Geoff Mayfield (Yam); 5. Clayton Miller (Kaw).

MINI JR (7-11): 1. Bryan Zachary (Kaw); 2. Vince Monteleone (Kaw); 3. Shane Squires (Yam); 4. Andrew Jansing (Yam); 5. Chris Rensink (Yam).

MINI SR BEG (12-15): 1. Andy Allison (Yam); 2. Cory Graham (Hon); 3. Bret Fanning (Hon); 4. Aaron Fanning (Hon).

MINI SR (12-13): 1. Nathan Davenport (Kaw); 2. Jonathan Kerr (Kaw); 3. Chris Phelan (Yam); 4. Brad Wolfe (Suz); 5. Chance Staggs (Kaw).

MINI SR (14-16): 1. Adam Mennenga (Kaw); 2. Dusty Fountain (Suz); 3. Jeremy Durrett (Kaw); 4. Clayton Miller (Kaw); 5. Ernie Phillips (Suz).

MINI OPEN (7-16): 1. Adam Mennenga (Kaw); 2. James Marshall (Kaw); 3. Dusty Fountain (Suz); 4. Clayton Miller (Kaw); 5. Bryan Zachary (Kaw).

100: 1. Adam Mennenga (Kaw); 2. James Marshall (Kaw); 3. Nathan Davenport (Kaw); 4. Marcus Wadley (Kaw); 5. Clayton Miller (Kaw).

125 SCHBY: 1. Chase Reed (Kaw); 2. Brandon Hightower (Yam); 3. Derek Gerdes (Kaw); 4. Kevin Johnson (Yam); 5. Kyle Williams (Kaw).

125 BEG: 1. Gabriel Beardsley (Kaw); 2. Rodney Doughty (Kaw); 3. Corey Waldrop (Kaw); 4. Matt Edmondson (KTM); 5. Sean Roberts (Yam).

125 NOV: 1. Shane Doughty (Kaw); 2. Joe Bailey (Kaw); 3. Chris Husack (Kaw); 4. McFly Scheel (Suz); 5. Brian Stokes (Yam).

125 INT: 1. Chase Reed (Kaw); 2. Nathan Hale (Yam); 3. Mark Thompson (Yam); 4. Nick Metcalf (Suz); 5. Brandon Hightower (Yam).

125 EX: 1. Cliff Palmer (Kaw); 2. Josh Demuth (Kaw); 3. Keith Johnson (Yam); 4. Brad Woolsey (Kaw); 5. Jacob Martin (Suz).

125 STK NOV: 1, Justin Smith (Kaw); 2. Joe Bailey (Kaw); 3. Scott Hershman (Yam); 4. Jason Gaddis (Kaw); 5. Shane Doughty (Kaw).

125 STK INT: 1. Travis Elliott (Kaw); 2. Chase Reed (Kaw); 3. Kevin Johnson (Yam); 4. Bryan Piccirelli (Hon); 5. Nick Metcalf (Suz).

125 OPEN: 1. Nathan Hale (Yam); 2. Travis Elliott (Kaw); 3. Mark Thompson (Yam); 4. Beau Boynton (Kaw); 5. Dusty Emerson (Yam).

250 BEG: 1. Cody Rheinlander (Kaw); 2. J.D. Berryhill (Kaw).

250 NOV: 1. Ty Conner (Kaw); 2. Jonathan Schultz (Yam); 3. Caleb Garrison (Suz); 4. Les Craig (Yam); 5. Robert Lenoir (Yam).

250 INT: 1. Beau Boynton (Kaw); 2. Nick Metcalf (Suz); 3. Nathan Hale (Yam); 4. Bryan Piccirelli (Hon); 5. Dwain Carter (Yam).

250 EX: 1. Josh Demuth (Kaw); 2. Keith Johnson (Yam); 3. Brad Woolsey (Kaw); 4. Cliff Palmer (Kaw); 5. Travis Hodges (Kaw).

250 OPEN: 1. Beau Boynton (Kaw); 2. Dusty Emerson (Yam); 3. Brian Edwards (Kaw); 4. Brian Walker (Kaw); 5. John George Jr. (Hon).

250 STK NOV: 1. Chris Husack (Kaw); 2. Ty Conner (Kaw); 3. Scott Hickey (Kaw); 4. Caleb Garrison (Suz); 5. Chad Haney (Kaw).

250 STK INT: 1. Beau Boynton (Kaw); 2. Nathan Hale (Yam); 3. Nick Metcalf (Suz); 4. Bryan Piccirelli (Hon); 5. Dwain Carter (Yam).

0-25 NOV: 1. Chris Hoddy (Kaw); 2. Dennis Hauer Jr. (Kaw); 3. John Lincoln (Kaw); 4. David Mace (Suz); 5. Ron Naples (Hon).

0-25 INT: 1. Gary Gorham (Yam); 2. Bo Stegall (Kaw); 3. Wendell Simmons (Yam); 4. David Chandler (Suz); 5. Lee Upton (Kaw).

0-25 EX: 1. Dave Shade Jr. (Yam); 2. R.C. Bennett (Yam); 3. James Skinner (Suz).

0-30 NOV: 1. John Lincoln (Kaw); 2. Tad Kimbrough (Suz); 3. Potts Thomas (Hon); 4. Whitney Fanning (Kaw); 5. Eddie Yost (Yam).

0-30 INT: 1. Bo Stegall (Kaw); 2. Tom Hudson (Kaw); 3. David Chandler (Suz); 4. Lee Upton (Kaw); 5. Wendell Simmons (Yam).

0-30 EX: 1. Jack Beckham (Kaw); 2. Mike Klement (KTM).

0-35: 1. Tom Hudson (Kaw); 2. Todd Heemsbergen (Kaw); 3. Matthew Tallon (Kaw); 4. Bobby Meche (Hon); 5. Craig Hancock (Yam).

0-40: 1. Steve McCombs (Yam); 2. Edward Hays (Kaw); 3. Glen Boyett (Yam); 4. Lester Knight (Hon); 5. Tony Moseley (Kaw).

0-50: 1. Jimmy Redwine (Yam); 2. Whitney Fanning (Kaw); 3. Lloyd Longmire (Kaw).

OPEN: 1. Roger Thayer Jr. (Yam); 2. Mike Klement (KTM); 3. Darren Brawn (Kaw); 4. Keith Burnight (Hon).

WMN: 1. Sarah Crofoot (Suz); 2. Heather Howard (Suz); 3. Wendy Dial (Suz); 4. Jacki Hudson (Hon).

Campbell conquers RMXA Motocross at Erie

By Gregory K. Corns
Photo by Dawn Winczewski

ERIE, CO, JULY 19

"Ironman" Keith Campbell conquered both the heat and the competition at round three of the Rocky Mountain Motocross Association's Summer Series, held at the IMI Motorsports Complex. With temperatures soaring to 110 degrees and most riders opting to run only one class or even just one moto, Campbell ran four classes (eight 20-minute motos), putting his Ultimate Motorsports-sponsored Kawasaki onto the podium four times with top-three finishes in the 125cc A, 250cc A, Over 25 Expert and Over 30 A classes.

In the Over 25 Expert class, the 30-year-old Campbell grabbed the holeshot and pulled a five-bike-length lead within a quarter of a lap. Pro Circuit/O'Neill/White Brothers/Applied-sponsored Steve Stewart rounded the first corner in second, followed by Sports Center Kawasaki-backed Dustin Monger. Cortez Trucking/Torco/Spy-supported Russell Moore and Kawasaki-mounted Joe Arnold battled for fourth. Monger wasted little time getting around Stewart for second and quickly reeled in Campbell. Up from seventh, Alan Angelopulos piloted his GSMXS/FMF/Answer-sponsored Kawasaki into third with a high-speed pass over Moore and Arnold prior to the 60-foot camelback jump. Showing a front wheel in each corner, Monger continued to pressure Campbell - to no avail. The checkered flag flew with Campbell first, Monger a second back in second place, and Angelopulos six seconds back in third. Stewart and Moore battled in a heated, side-by-side race to the finish, with Moore emerging from the double-double-triple section with the advantage. Stewart brought his Yamaha across the checkers in fifth.

Monger pulled out the holeshot in moto two, with Campbell and Angelopulos in tow. By the end of lap one, Campbell had acquired the lead and he never looked back. Monger kept Campbell honest by staying within 10 feet of the leader for the entire moto. Angelopulos held down third, while Stewart and Moore again battled for fourth. Moore then missed a shift and stalled his bike, allowing Stewart the opportunity to pass and pull away by a considerable margin. Angelopulos came within a couple of seconds of Monger for second, but as time ran out, he couldn't find a place to pass. Campbell collected the overall with a 1-1 performance. Monger maintained second, and Angelopulos took third. Stewart's 5-4 earned him fourth and Moore's 4-5 landed him in fifth.

Results

50 (4-6): 1. Anthony Griego (Act); 2. Garrett Tyrrell (KTM); 3. Travis McGray (KTM); 4. Chase Torri; 5, T.J. Lucero (Yam).

50 (4-8): 1. Dylan Hazelhurst (Yam); 2. T.J. Lucero (Yam); 3. Denny Romero; 4. Ryley Murphy (Yam); 5. Sean Gfeller (Yam).

50 (7-8): 1. Dalton Moyer (Cob); 2. Ricky LaMontagne (Act); 3. Colter Dimick (KTM); 4. Kyle Obenshain; 5. Joe Shaffer (KTM).

50 OPEN: 1. Ricky LaMontagne (Act); 2. Dalton Moyer (Cob); 3. Colter Dimick (Yam); 4. Andrew Griego (Act); 5. Travis McGray (KTM).

60 (6-8): 1. Blaine Hiser (Kaw); 2. Jerry McClintock (Kaw); 3. Michael Krieger (Kaw); 4. Daniel Olszewski (Kaw); 5. Zach Larson (Kaw).

60 (9-11): 1. Matthew Hertzing (Kaw); 2. Derek Brewster (Kaw); 3. Kyle Cohrs (Kaw); 4. Austin Boyd (KTM); 5. James Rail (Kaw).

80 (7-11): 1. Lance Hiser (Yam); 2. Matthew Hertzing (Suz); 3. Kyle Stroud (Yam); 4. Derek Brewster (Suz); 5. Michael Carder (Suz).

80 (12-13): 1. Adam Luhrs (Suz), 2. Brandon McGray (Suz); 3. Jay Lynch (Yam); 4. Mike Jaurequi (Yam); 5. Matthew Hilburger (Hon).

80 (14-16): 1. Matthew Whitmarsh (Kaw); 2. Aaron Wersinger (Hon); 3. Brandon Hiett (Hon); 4. Nathan Mulholland (Yam); 5. Matthew Humphreys (Yam).

S/MINI: 1. Matthew Whitmarsh (Kaw); 2. Aaron Wersinger (Hon); 3. Lance Hiser (Yam); 4. Brandon McGray (Suz); 5. Matthew Humphreys (Yam).

16-24: 1. Matt Karlsen (Yam); 2. Bobby Fitch (Hon); 3. Kirk Huff (Yam); 4. Chris Longwell (Kaw); 5. Ryan Lucero (Kaw).

SCHBY: 1. Tim Velasquez (Kaw); 2. Danny Rejda (Hon); 3. Russ Kleensang (Hon); 4. Michael Archuleta (Suz); 5. Dustin Lookhart (Kaw).

YTH BEG: 1. Garrett Linkus (Hon); 2. Cody Boyd (Hon); 3. Peter Freas (Kaw); 4. Kyle Schaeffer (Kaw); 5. Trent Barnes (Kaw).

125 A: 1. Bobby Fitch (Hon); 2. Kevin Hall (Suz); 3. Keith Campbell (Kaw); 4. Wes Hale (Suz); 5. Bryan Sabbaugh (Hon).

125 B: 1. Doug Leavitt (Kaw); 2. Clifton Stroud (Yam); 3. Chris Longwell (Kaw); 4. Ryan Nelson (Hon); 5. Danny Rejda (Hon).

125 C: 1. Tim Velasquez (Kaw); 2. Michael Archuleta (Suz); 3. Adam Luhrs (Suz); 4. Matt Mebane (Hon); 5. Shannon Northrup (Suz).

OPEN BEG: 1. Brad Harris (Kaw); 2. Shane Stamm (Kaw); 3. David Oppedal (Hon); 4. Adam Schafroth (Hon); 5. Jerry Meerkatz (Kaw).

250 A: 1. Matt Karlsen (Yam); 2. Keith Campbell (Kaw); 3. Kevin Foley (Yam); 4. Dustin Monger (Kaw); 5. Alan Angelopulos (Kaw).

250 B: 1. Kirk Huff (Yam); 2. Ryan Nelson (Hon); 3. Darin Guerrie (Kaw); 4. Kevin Franklin (Yam); 5. David McMechen (Suz).

250 C: 1. Read Harris (Kaw); 2. Kevin Lucas (Hon); 3. Jeffrey Sharp (Hon); 4. Jeremy Wheeler (Hon); 5. Jerry Meerkatz (Kaw).

25+ EX: 1. Keith Campbell (Kaw); 2. Dustin Monger (Kaw); 3. Alan Angelopulos (Kaw); 4. Steve Stewart (Yam); 5. Russell Moore (Hon).

25+ NON-EX: 1. Erik Casey (Hon); 2. Darin Guerrie (Kaw); 3. Jarriet Valentine (Suz); 4. Jerry Maycroft (Suz).

30+ A: 1. Kevin Foley (Yam); 2. Keith Campbell (Kaw); 3. Steve Stewart (Yam); 4. Jeff Quenzer (Yam); 5. Joe Arnold (Kaw).

30+ B: 1. Mike Burke (Yam); 2. David McMechen (Suz); 3. Scott Hall (Yam); 4. Dean Haight (Yam); 5. Les Torgerson (Kaw).

30+ C: 1. Kyle Pein (Hon); 2. Berry Hall (Kaw); 3. Charles Kinsey; 4. Anthony James (KTM); 5. John Baird (Yam).

40+ A: 1. David Pickett (Kaw); 2. John Shaffer (Kaw); 3. Jeff Hazelhurst (CCM); 4. Bruce Jones (Kaw); 5. John Longwell (KTM).

40+ C: 1. Randall Juday (Kaw); 2. Hans Harschler (Hon); 3. Steve Michels (Hon), 4. Richard Funk (Kaw); 5. Gary Smith (Kaw).

WMN A: 1. Dawn Winczewski (Yam).

WMN C: 1. Angie Eron (Kaw); 2. Kristan Juday (Yam); 3. Rose Bronberg; 4. Noelle Guebbie (Kaw), 5. Towah Juday.

Truglio on a tear at Merced Fair Stadiumcross

By Jim Enos

MERCED, CA, JULY 23

Craig Truglio dominated the 250cc Intermediate class after scoring a wire-to-wire main-event win at the ANW/GFI-sanctioned Merced Fair Stadiumcross, presented by Merced Powersports. With the grandstands filled nearly to capacity, the 120-rider field, which included Pee Wees and full-sized quads, put on a great show for the crowd.

In the first moto, which was a qualifying heat to determine gate position for the main event, Truglio, who is backed by Merced Powersports, grabbed a handful of throttle and shot down the short-grass start to take the holeshot. However, a pileup after the first jump resulted in the race being red-flagged. On the restart, Truglio once again shot his Kawasaki into the lead, followed by Yamaha rider Cory Morais, Ron DeJesus, David Cadenazzi and David Lundin. Morais appeared to be the only rider who had a chance of reeling in Truglio, as his speed through the whoop section increased lap after lap. However, a tight right-hand turn spelled disaster for Morais as his front end washed out, sending him to the ground. With Truglio riding a nearly flawless race, Morais had no chance of catching him.

Meanwhile, Honda-mounted Cadenazzi took advantage of the mishap and pulled a sizable distance on Morais to secure second.

Back in the pack, DeJesus appeared to be having problems, as the Suzuki rider slowly fell off the pace and eventually pulled off the track with mechanical problems. That allowed Lundin to take over the fourth position, but the Yamaha rider never mounted a charge to the front and maintained fourth to the finish.

All the while, up front, Truglio continued to increase his lead over Cadenazzi. Morais, who didn't let the fall get him down, mounted a charge and repassed Cadenazzi through the whoop section with just a few laps to go; but with Truglio out of sight, Morais had no chance of reeling in the leader. The checkered flag greeted Truglio first, and he was followed by Morais, Cadenazzi and Lundin, in that order.

Using a line of chalk to mark the start and a green flag to signal the start of the dash to the first turn, Truglio and Morais dragged neck and neck to the first turn in the main, with Truglio coming out on top.

Truglio quickly put a little distance on the field as he negotiated the tight, technical track with precision riding. Morais was once again in second, followed by DeJesus and Cadenazzi. Morais slowly pulled away from DeJesus but just couldn't match the speed of Truglio, though he appeared to have a lock on second.

Cadenazzi got around DeJesus with a pass over one of the several double jumps to secure third.

At about the halfway point, Truglio had a fairly comfortable lead and was riding mistake-free lap after lap. Morais appeared content with second until he landed a little out of shape on the tricky tabletop jump. That mistake sent the Yamaha rider to the ground once again, giving Cadenazzi another easy pass. This time, however, Cadenazzi would hold on to second, as Morais ran out of time in his attempt to chase down Cadenazzi.

Results:

50 (4-6) STK BEG: 1. Ty Keenom (KTM); 2. Timmy Boehmer (KTM); 3. Landon Cohen (Yam).

50 (7-8) STK BEG: 1. Brandon Nicholson (KTM); 2. Jake Baraldi (KTM); 3. Casey Fouts (KTM); 4. Michael Flores (KTM); 5. Curtis Labriola (KTM).

50 (0-8) STK NOV: 1. Jacob Bremen (KTM); 2. Brandon Reyna (Cob); 3. Jonathan Spryne (KTM).

60 BEG: 1. Ross Pacheco (Kaw); 2. Justin Enos (KTM); 3. Andrew Desilager (KTM); 4. Kyle Bell (Yam); 5. Joey Rogers (Hon).

60 NOV: 1. Dustin Enochs (KTM); 2. Greg Fouts (Kaw); 3. Kurtis Batey (KTM); 4. Andrew Waltermire (Kaw).

80 BEG: 1. Sean Hampton (Suz); 2. Rory Radovich (Hon); 3. Colton Ross (Yam); 4. Nick Perry (Yam); 5. Les Soito (Hon).

80 NOV: 1. Vincent Blair (Hon); 2. Tyler Kalisiak (Yam); 3. Josh Cox (Yam); 4. Brett Markarian (Yam); 5. Mike Bonyea (Hon).

80 INT: 1. Ryan Morais (Yam).

80 OPEN: 1. Mike Rivera (Hon).

125 BEG: 1. Tyler Larick (Yam); 2. Chad Chadomelher (Yam); 3. Casey Fouts (Hon); 4. Nathaniel Woodall (Yam); 5. Mike Selkow (Hon).

125 NOV: 1. J.R. Archutawski (Hon); 2. Josh Hoyt (Hon); 3. Kris Rivas (Yam); 4. Andy Alford (Suz); 5. Buffalo Soito (Suz).

125 INT: 1. Craig Truglio (Kaw); 2. Turbo Reif (Hon); 3. Beau Baron (Yam), 4. Robert Harold (Yam); 5. Kenny Heess (Hon).

125 PRO: 1. Auggie Rodriguez (Yam); 2. Daniel Blair (Hon).

250 BEG: 1. Joe Alford (Suz); 2. Mike Morgan (Kaw); 3. Adam Huffer (Suz); 4. Kelly Stockton (Hon); 5. Kevin Reirz (Hon).

250 NOV: 1. Craig Humphrey (Yam); 2. Aaron Youse (Yam); 3. Mike Hunter (Yam); 4. Gar Gladders (Hon); 5. Tony Wolf (Yam).

250 INT: 1. Craig Truglio (Kaw); 2. David Cadenazzi (Hon); 3. Cory Morais (Yam); 4. Ron DeJesus (Suz); 5. David Lundin (Yam).

25+ BEG: 1. Kelly Stockton (Hon); 2. Aaron McGlothin (Kaw); 3. Todd Bender (Yam); 4. David Cox (Suz).

25+ NOV: 1. Mike Hunter (Yam); 2. Jay Linstroth (Hon).

25+ INT: 1. Rick Mattos (Yam); 2. David Lundin (Yam).

30+ BEG: 1. Richard Suffecool (Kaw); 2. Andre Alba (Kaw); 3. Rodney Court (Yam).

30+ NOV: 1. Brett Flory (Suz); 2. Jim Enos (Suz); 3. Mike Wenstrand (Suz); 4. Henry Kalisiak (Yam); 5. Jay Linstroth (Hon).

40+ NOV: 1. Wayne McMillen (Yam).

40+ INT: 1. Terry Huffer (Suz).

AHRMA dirt track returns to Quincy

By Dennis Suter

QUINCY, CA, JULY 25

AHRMA regional dirt-track racing returned to the Plumas Country Fairgrounds at Quincy after

year's absence. First-time promoters Steffan and Stacy Nielsen found that 65 entrants ventured up the beautiful Feather River Canyon to the 3/8-mile dirt oval.

The very competitive West Coast points races in the Classic 250cc and the Sportsman 250cc and 600cc classes brought the San Diego gang to Northern California. Maurice Ortega had terrible luck, as both his 250cc and 360cc Sportsman Bultacos let him down. He did, however, salvage a win in the Classic 250cc class after a spirited dice with Jeff Apple on another Bultaco.

Brad Holt led the Sportsman 250cc event from wire to wire. Brian Coakley pushed Manney Crummett for second but was never able to find his way around. Chris Apple finished fourth, and all the leaders were Bultaco-mounted.

Honda riders Brad Spencer Jr. and Gary Davis led the large field of Sportsman 600cc riders at the start. Brad Holt, on his 360 Astro, came through the pack to pass Davis on the third lap and Spencer on the fifth for the win. Steve Poggi managed a pass on Manney Crummett on the last lap for fourth.

A well-attended Novice 600cc field was won by Rick Ziemer. Cory Schmuck followed in second and Andy Feinblun finished third. Mike Van Lienden's BSA led the Sportsman 750cc race for the first three laps until Triumph-mounted Ken Thiebaud powered by for the lead. Gary Davis, on a Yamaha, nipped Van Lienden on the next lap to set up the finishing order. Another Yamaha rider, Brian Coakley, grabbed the fourth spot.

Nevada Bultaco meister Lynn Mobley posted a $100 gift certificate for the "Running of the Bulls" race. Brad Holt had that "money look" in his eyes, and he was never headed. Maurice Ortega finally got one to run decently and finished second. Brian Coakley rounded out the top three.

Results

SPTSMN 250: 1. Brad Holt (Bul); 2. Manney Crummett (Bul); 3. Brian Coakley (Bul); 4. Chris Apple (Bul); 5. Randy Freeman (Yam).

SPTSMN 600: 1. Brad Holt (Bul); 2. Brad Spencer Jr. (Hon); 3. Gary Davis (Hon); 4. Steve Poggi (Hon); 5. Manney Crummett (Bul).

SPTSMN 750: 1. Ken Thiebaud (Tri); 2. Gary Davis (Yam); 3. Mike Van Lienden (BSA); 4. Brian Coakley (Yam); 5. Pete Silva (Tri).

VET 35+: 1. Brian Coakley (Yam); 2. Jim Forrest (Tri).

SR 50+: 1. Mike Van Lienden (BSA); 2. Danny Smart (Tri); 3. Thomas Booth (BSA); 4. Steve Lacey (Yam); 5. Duane Spence (Tri).

CLSSC 250: 1. Maurice Ortega (Bul); 2. Jeff Apple (Bul); 3. Tom Booth (Bul).

CLSSC OPEN: 1. Gary Davis (Tri) 2. Marty Lewis (Tri).

NOV 250: 1. Don Webster (Yam); 2. Cory Schmuck (Hon); 3. Lane Allen (Bul).

NOV 600: 1. Rick Ziemer; 2. Cory Schmuck; 3. Andy Feinblun; 4. Dave Keil; 5. Hank Cosio.

BMBR: 1. Steve Hall; 2. Mark Ledbetter; 3. Rich Arnold; 4. Greg Gilmor (Yam); 5. Joe Hoogerhyde.

PRO 600: 1. Matt Proto (Rtx); 2. Dante Dambruoso (Hon).

RUN OF BULLS: 1. Brad Holt; 2. Maurice Ortega; 3. Brian Coakley; 4. Don Webster; 5. Manney Crummett.

Behrle again at Lawrenceburg dirt track

By John Spurrier

LAWRENCEBURG, IN, JULY 31

Pat Behrle was the top man in the 600cc Pro Am feature race after having Sam Lowe camped on his rear wheel for 9 1/2 laps at the Lawrenceburg dirt-track race. Lowe's effort ended in a spectacular high-side in turn four, and Behrle went on to take yet another win in the class.

Behrle was quickly to the front at the start of the 600cc Pro Am race, but Lowe was running right with him most of the way. But, as mentioned, Lowe lost the rear end in turn four and got pitched. As the rear end stepped out and then regripped, Lowe was launched straight up in the air, doing a virtual handstand on his handlebars. He was able to do a somersault in the air and land on his feet, at which point his forward momentum carried him into the infield. Meanwhile, Tommy Hennsler had passed Kevin Hiler on the fifth lap to take over third place, but Hennsler then inherited second when Lowe went off his bike. Hiler and Barry Benkert followed Hennsler across the line.

Joe Matthews Jr. got the holeshot and led wire to wire for his win in the Open A feature. Nicky Sterling and Joel Brown stayed close to Matthews throughout the entire race to finish second and third. Joel's dad, Robert Brown, made it a family affair by winning the Over 30 race, a race that was marred by a second-lap turn-one crash by Joe Matthews Sr. Matthews had the front end tuck in and he high-sided, landing on his motorcycle and breaking a rib in the process. The race was halted and Matthews was transported to the hospital.

On the restart, Brown got the holeshot and led to the checkered flag, followed by Luther Allen, Curt Snelling and the rest of the field.

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WEEKEND SCHEDULE

GATES OPEN 6 A.M. FRIDAY MORNING
NO EARLY ARRIVALS

Fri., Aug. 28	• Sign-Up 6 a.m. -8 a.m. • 8 a.m. Practice • 9:30 a.m. Suzuki/Arctic Cat East Coast AM Nationals • Ladies Cup Championship
Sat. Aug. 29	• 8 a.m. Suzuki/Arctic Cat East Coast AM Nationals • 3 p.m. Pro Qualifiers • Women's League Championship
Sun., Aug. 30	• Mazda Truck/AMA 125/250 Pro Motocross Nationals • Practice 9 a.m. • Qualifying 10 a.m. • Racing 1 p.m.
Mon., Aug. 31	• Tony D MX School 9 a.m.

• NO PETS ALLOWED •

TICKETS AT THE GATE
NO SELLOUTS — NO BYOB ALCOHOL
NO GLASS CONTAINERS

SEE...MX STARS...

Jeremy McGrath, Mike LaRocco, Jimmy Button, Michael Craig, Ricky Carmichael, Robbie Reynard, Damon Huffman, Kevin Windham, John Dowd, Larry Ward, Steve Lamson, Phil Lawrence, Dag Boyesen, Ryan Hughes, Greg Albertyn, Mickael Pichon, Scott Sheak, Tim Ferry, Ezra Lusk, Blair Morgan, Doug Henry, Jeff Emig, Nick Wey

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(Above) Micky Griffin won the 80cc Intermediate class during GFI at Night Motocross action at Perris Raceway in Perris, California.
(Above left) Mike Mattel topped the Over 38 Beginner class at the OTHG meet at Perris Raceway in California.

Joel Brown got the holeshot at the start of the 250cc feature, while Nick Hummel quickly moved into second place. As the pack went through turns three and four, Coy Matthews slid down in turn three and wiped out the rider outside of him, bringing out the red flag.

On the restart, Hummel got the lead and held off Brown for the win. Their battle put them well ahead of Lisa Hiler, who survived a race-long challenge and a last-turn charge by a very determined Beau Braswell to take third by a few inches at the wire.

Results

50: 1. Tyler Russell (Yam); 2. Tyler Allen (Hon); 3. Andrew Butler (Hon); 4. Pete Walker.

80: 1. Kraig Hall (Kaw); 2. Joe Garrison (Suz); 3. Jacob Tolbert (Kaw); 4. Jamie Deimer (Hon); 5. Gary Allen (Hon).

250: 1. Nick Hummel (Yam); 2. Joel Brown (Hon); 3. Lisa Hiler (Hon); 4. Beau Braswell (Kaw); 5. Mark Hall (Hon).

OPEN A: 1. Joe Matthews Jr. (Hon); 2. Nicky Sterling (Hon); 3. Joel Brown (Hon); 4. Luther Allen (Hon); 5. Albert Lowe (Hon).

600 PRO AM: 1. Pat Behrle (Hon); 2. Tommy Hennsler (Hon); 3. Kevin Hiler (Hon); 4. Sam Lowe (Hon); 5. Barry Benkert (Hon).

30+: 1. Robert Brown (Hon); 2. Luther Allen (Hon); 3. Curt Snelling (Hon); 4. James Beck (Rtx); 5. Ron Mounts (Yam).

50+: 1. James Beck (Rtx); 2. Lou Kramer (Hon); 3. Herschel Benkert (Hon); 4. Alan Zuelke (Hon); 5. Gary Moeckel (Hon).

SPDWY HDCP:1. Pat Reynolds (Jaw); 2. Gary Moeckel (Jaw); 3. Joel Brown (Jaw); 4. Herschel Benkert (Hon); 5. Albert Lowe (Jaw).

Marshall, Tucker take two at Western Reserve Motocross

By Ken Cartwright

SALEM, OH, JULY 25

Micky Marshall took convincing wins in the Senior Mini and Super Mini classes at the next-to-last race of the Summer Night MX Series at the Western Reserve Motorcycle Club.

The 80cc-mounted Marshal was among the fastest riders on the tight stadium track, doing the big triple jump with ease. He quickly pulled his Yamaha away to huge leads in all of his races.

Joining Marshall as the only other double winner of the night was Kawasaki rider Michael Tucker, who won the Heavyweight Money and Extra classes. The fastest rider on the track, Tucker rode smoothly, pinning the throttle in the whoop section and making it look easy.

In the 125cc B class, Shelly Kann, the only lady rider in the event, had all of the guys chasing her, as she rode on to victory. Fresh off her victory in the Women's National at Unadilla, she also placed a respectable fifth in the fast Extra class on a 125 against the 250 bikes.

Also claiming a win in the festivities was Lisbon, Ohio's Frank Gallo. A former ISDT rider, Gallo, aboard a Yamaha YZ400F, treated the crowd to an exhibition of smooth and fast riding that rewarded him with the win in the Senior II class.

Former enduro rider Dane Leimbach, a one-time Penton-backed rider, was on hand to watch his son Paul take second to John Szymanski in the 60cc class.

Tony Marzano claimed the win in the Lightweight Money class, and Ben Ortt took the holeshot and never looked back to win the 125cc C Division One group.

Results

BEG P/W: 1. Brandon Courtney (Yam).

JR P/W: 1. Vincent Olenick (Cob); 2. Robbie Risden (Yam); 3. Nate Stork (KTM); 4. Kenny Mazurkiewicz (Cob).

SR P/W: 1. Mike Blauman (KTM); 2. Matt Stork (Cob); 3. Ryan Lucas (KTM); 4. Brad Sherwood (KTM); 5. Brent Stoffer (Cob).

60: 1. John Szymanski (Kaw); 2. Paul Leimbach (Kaw); 3. Joe Rice (Kaw); 4. Billy Bays (Kaw); 5. Andy Sczypta (Kaw).

JR MINI: 1. Warren Lainey III (Kaw); 2. Tony Magliardo (Suz); 3. Jimmy Berg (Hon); 4. Ty Bickle (Suz); 5. Joe Rice (Yam).

SR MINI: 1. Micky Marshall (Yam); 2. Tyson Legget (Kaw); Mike Tolliver (Suz); 4. Tim Rager (Yam); 5. Greg Myers (Kaw).

S/MINI: 1. Micky Marshall (Yam); 2. Mike Tolliver (Suz); 3. Greg Myers (Kaw); 4. Tyson Legget (Kaw); 5. Tim Rager (Yam).

SCHBY: 1. Frank Spagina Jr.(Yam); 2. Matt Tolliver (Suz); 3. Ryan Nezbeth (Kaw); 4. Zach Devaul (Yam); 5. Casey Emshoff (Suz).

125 B: 1. Shelly Kann (Yam); 2. Nate Glista (Suz); 3. Mike Frank (Yam); 4. B.J. Dyke (Yam); 5. Nick Volk (Yam).

125 C 1: 1. Ben Ortt (Kaw); 2. Tim Ballentine (Hon); 3. Ryan Oprandi (Kaw); 4. Jarrod Taybus (Yam); 5. Scott Macuich (Suz).

125 C 2: 1. Charlie Wilkinson (Suz); 2. Matt Tolliver (Suz); 3. Brent Parks (Yam); 4. Dusty Loy (Yam); 5. Gerry A. Smith Jr. (Kaw).

250 B: 1. Matt Mansfield (Kaw); 2. Johnny Young (KTM); 3. Bryan Santee (Suz); 4. Barry Fife (Yam); 5. John Bartek (KTM).

250 C: 1. Bill Gorby (Hon); 2. Joey Wilmott (Hon); 3. Tony Carson (Hon); 4. Casey Emshoff (Suz); 5. Harry Parks Jr. (Yam).

L/W MNY: 2. Tony Marzano (Yam); 2. Jeff Heestand (Suz); 3. Brent Centofani (Hon); 4. Jeff Maderitz (Suz); 5. Matt Novosel (Hon).

H/W MNY: 1. Michael Tucker (Kaw); 2. Terry Jones (KTM); 3. Kevin Gnapp (Hon); 4. Aaron Johns (Yam).

25+: 1. Kevin Gnapp (Hon); 2. Terry Jones (KTM); 3. Barry Fife (Yam); 4. John Bartek (KTM); 5. Brian Courtney (Hon).

SR 1: 1. John DelBalso (Hon); 2. Tim Hollinger (Hon); 3. Johnny Young (KTM); 4. Frank Pazel Jr. (Hon); 5. Aaron Risden (Kaw).

SR 2: 1. Frank Gallo (Yam); 2. Gary Macuich (Suz); 3. Bob Jewell (KTM); 4. Lonnie Wells (KTM); 5. Tom Figinsky (Yam).

OPEN B: 1. Lonnie Wells (KTM); 2. Andy Sczypta (Yam); 3. Frank Gallo (Yam); 4. Brian Hale (KTM).

BMBR: 1. Keith Miller (Hon); 2. Scotty Hays (Hon); 3. Lonnie Melcar (Yam); 4. Mike Pozega (Yam); 5. Brian Hutter (Suz).

EXTRA: 1. Michael Tucker (Kaw); 2. Tony Marzano (Yam); 3. Terry Jones (KTM); 4. Matt Mansfield (Kaw); 5. Shelly Kann (Yam).

4-STRK: 1. Andy Sczypta (Yam).

Mattel hot at Perris OTHG Motocross

By Chris Sanchirico

PERRIS, CA, JULY 25

On a blisteringly hot day in Perris, California, Mike Mattel braved the brutal climate to scold the competition. The Yamaha YZ-mounted Mattel turned up the heat even more after posting a 1-1 tally for the overall victory in the Over The Hill Gang Over 38 Beginner class at Perris Raceway.

Mattel had some very stiff competition in the likes of Felipe Cueto and Craig Martin. The two riders gave it their all as they came from behind to challenge Mattel in both motos.

Moto one saw Mattel launch out of the gate on his YZ to grab the holeshot, with Bill Bouman, KX-mounted Bryon Patterson, Martin and Dennis "Ironman" Rosenburg giving chase. Rosenburg was racing for the second time in the same day, having raced at Carlsbad earlier that morning. The posse of riders attacked the track and, at the conclusion of lap one, the running order was Mattel, Bouman, Rosenburg, Cueto and Martin.

Mattel began to stretch out a comfortable lead, as the battle for second continued. Cueto had his RM singing as he quickly cut through the field in pursuit of Martin. By midmoto, Mattel had established a large lead, but lap by lap Cueto chipped away at Mattel's cushion. Meanwhile, a three-way battle for third involving Bouman, Martin and a hard-charging Marie McMiller had developed. McMiller, who had gotten off the gate rather slowly, was hard on the gas and slicing through the field until she was breathing down Martin's back. With two laps to go, Cueto had amazingly bridged the large gap and was all over Mattel. Mattel felt the heat and turned up the wick. Lappers became a factor, as Cueto was blocked by two backmarkers, which allowed Mattel to escape and take the checkers. Cueto took second, with Bouman hanging on for third.

For moto two, the start would be crucial, as the track was shortened for night racing. The short, tight and fast track was difficult to pass on, but one mistake and you would be passed. Mattel timed the gate perfectly, as he and his YZ were first to the turn. Mattel liked his previous strategy and began to quickly check out. Cueto had a next-to-last start, and his chances for the overall appeared very slim. Martin found himself in second, and Patterson in third. Cueto was riding like a man possessed, as he knew he had to act quickly, and he stormed toward the front of the pack. McMiller hopped on Cueto's wheel and followed him to the front. Cueto set his sights on Patterson, taking third; then he passed Martin for second.

Late in the moto, Mattel was cruising comfortably and, again, lappers slowed Cueto. McMiller began to apply pressure to Martin for the third position. The two riders would dice it out for the remainder of the moto, with Martin holding on to third.

Meanwhile, up front, Mattel would take the well-earned victory for the day, with Cueto finishing in second, going 2-2. Martin and Bouman were tied in points for third overall on the day; Martin secured the honors by posting a better finish in the second moto.

Results

38+ BEG: 1. Mike Mattel; 2. Felipe Cueto; 3. Craig Martin; 4. Bill Bowman; 5. Marie McMiller.

38+ NOV: 1. Dan Caneva; 2. Tom Barnett; 3. Steve Evans; 4. Gary Tuolt; 5. James Holeman,

38+ INT: 1. David Helleck; 2. Marty Westerman; 3. Frank Miecau; 4. Jan Roth; 5. Phil Beckman.

38+ EX: 1. Jeff Mason; 2. Greg Green; 3. G.G. Scheidler; 4. Mike Altenhofel; 5. Rob Townley.

38+ PRO: 1. John Greenway: 2. David Fontez; 3. Carl Gazafy.

BEG: 1. Chris Mulvania; 2. Don Matis; 3. Doug Quintin; 4. Chuck Elsed; 5. Billy McAllister.

NOV: 1. Todd Barbasby; 2. Eric Barr; 3. Bonnie Marsh; 4. Mark Jones; 5. Robert Betke.

INT: 1. Kyle Parsons; 2. Phil Means; 3. Dan Townsend; 4. Duane Quale; 5. Brett Menzie.

EX: 1. Steve Piattoni; 2. Chris Sanchirico; 3. Tim McEntee; 4. John Rizzo; 5. David Rodriguez.

PRO: 1. Dan Berg; 2. Jim Henn; 3. Randy Danylo; 4. Duckbill Sarian; 5. Craig Hofmeister.

SUP MINI: 1. Dane Jackson; 2. Jacob Mason; 3. Derek Clowes; 4. Kyle Cowling; 5. Sidney Means.

SUP: 1. Darin Green; 2. Jeff Scott; 3. Steve Bullock; 4. Jim Henn; 5. David Rodriguez.

Consistent Charette takes GFI Motocross

By Greg Robertson

PERRIS, CA, JULY 18

Anthony Charette rode his North County Yamaha-backed YZ80 to the 80cc Beginner-class overall win at Perris Raceway without winning either moto during round four of the GFI at Night Motocross Series.

Steven Forsythe controlled the pace of the first moto right from the start. Jeremy Roberts gated in second place, but by lap two he was passed by Charette. Forsythe would continue on to lead every lap for the win. At one point, Roberts fell all the way back to fifth place, but fought back to finish third behind Charette. A first-moto fall kept James Turner from finishing any higher than 11th.

Round two, though, was a different story as Turner pulled the holeshot and stayed upright the entire seven laps to collect the second-moto win. Charette shadowed Turner's every move to finish in the runner-up position and collect the overall win with his consistent 2-2 score. Roberts came from midpack to go 3-4 for second overall. Brandon Kealamakia made his visit from Utah a memorable one by picking up the third-place trophy with 5-3 rides on his Yamaha.

Kealamakia returned to shoot his Cedar Raceway-backed KX60 into the 60cc Novice moto lead for a lap before Brad Masters made the pass. Masters would continue on for the win over Kealamakia, Justin Mulford and Jonathan Arana.

Mulford led most of the second moto before dropping out with problems. Masters inherited the lead and the overall win with his 1-1 rides. Kealamakia charged from his near-last-place start to take home the second-place trophy with another runner-up finish. Chad Gores went 5-3 to beat Arana's 4-4 for third overall.

C.T. Falk won four straight motos for overall wins in the Over 30 and Over 35 Novice classes. Anthony Rose finished second to Falk in the Over 30 class and was third overall behind Louie Peick in the Over 35 races.

It won't be long before Bobby Bloodworth gets to run with the Novices, as he topped both the 125 and 250cc Beginners classes tonight.

Bloodworth swept both 125cc motos and split moto wins with Michael Martinez in the 250cc action.

Results

50 STK (4-6): 1. Xavier Stokes-Arrey (KTM); 2. Brett Downey (Cob); 3. Bryce Stewart (KTM).

50 STK (7-8): 1. Blake Harber (Cob); 2. Richard Sterling (KTM); 3. Cody Tithof (KTM).

50 OPEN: 1. Casey Huntley (KTM); 2. Brett Downey (Cob); 3. Parker Eckman (Cob).

60 BEG: 1. Brian Hiner (Kaw); 2. Bradley Baquial (Kaw); 3. Casey Huntley (Kaw); 4. Shawn Hayes (Kaw); 5. Blake Harber (Kaw).

60 NOV: 1. Brad Masters (Kaw); 2. Brandon Kealamakia (Kaw); 3. Chad Gores (Kaw); 4. Jonathan Arana (Kaw); 5. Justin Mulford (Kaw).

80 F/T: 1. Taylor Moe (Hon).

80 BEG: 1. Anthony Charette (Yam); 2. Jeremy Roberts (Yam); 3. Brandon Kealamakia (Yam); 4. Scott Buttrell (Yam); 5. Steven Forsythe (Yam).

80 NOV: 1. Chase Meineke (Yam); 2. Chris McDaniel (Hon); 3. Kappy Kealamakia (Yam); 4. Bryan Ehrman (Kaw); 5. Brandon Hiner (Suz).

80 INT: 1. Micky Griffin (Yam); 2. Anthony Bruscella (Yam); 3. Zac Wray (Yam).

80 EX: 1. Jason Ciarletta (Yam).

S/MINI: 1. Jason Ciarletta (Yam); 2. Brandon Staddan (Yam); 3. Anthony Bruscella (Yam); 4. Micky Griffin (Yam).

125 BEG: 1. Bobby Bloodworth (Hon); 2. Israel Ochoa (Suz); 3. Chad Rozanek (Suz); 4. Nick Melanson (Kaw); 5. Jason Moore (Kaw).

125 NOV: 1. Sean O'Connor (Yam); 2. Richie Owens (Yam); 3. Rod Hamby (Yam); 4. Jeremy Duncan (Yam); 5. Adam Bisso (Kaw).

125 INT: 1. Dustin Ryley (Hon); 2. Brian Morgan (Suz); 3. Oscar Valdez (Suz); 4. Chris Barrett (Suz); 5. Brandon Milstead (Suz).

125 PRO: 1. Joey Pratt (Hon); 2. Brandon Morgan (Suz); 3. Eigo Sato (Suz).

250 BEG: 1. Bobby Bloodworth (Hon); 2. Steven Harvey (Suz); 3. Mike Ryer (Suz); 4. Jerrod Paulson (Yam); 5. Ryan Orr (Yam).

250 NOV: 1. Kory Ellis (Yam); 2. Ryan Federow (Kaw); 3. Brian MacAfee (Hon); 4. Charlie Anaya Jr. (Hon); 5. Eddie Leverett Jr. (Yam).

250 INT: 1. Oscar Valdez (Suz); 2. Bomber Hernandez (Yam); 3. Chris Barrett (Suz); 4. Randy Clark (Yam).

500 BEG: 1. Kevin Bloodworth (Hon).

25+ BEG: 1. Bryan Addison (Hon); 2. Bryan Layton (Yam); 3. Jeff Paull (Kaw); 4. Wayne Brewster (Kaw); 5. Rogo LaFountaine (Kaw).

25+ NOV: 1. W. David Troost.

25+ INT: 1. Chris Turner (Kaw).

30+ BEG: 1. Chris Bagwell (Yam).

30+ NOV: 1. C.T. Falk (Yam); 2. Anthony Rose (Yam); 3. Gary Thompson (Yam); 4. Scott Pierce (Kaw).

30+ INT: 1. Robert Pfetzing (Hon).

35+ NOV: 1. C.T. Falk (Yam); 2. Louie Peick (Yam); 3. Anthony Rose (Yam).

35+ INT: 1. Robert Pfetzing (Hon).

35+ EX: 1. David Johnson (Kaw).

40+ BEG: 1. John Kuykedall (Yam).

40+ NOV: 1. Jeffrey Arzouman (Yam); 2. Jim Masters (Kaw).

Takitami fast again in Alaska road race

By Sam Combs

TANACROSS, AK, JULY 25-26

Tanacross Race Track is approximately 200 miles from Fairbanks and 350 miles from Anchorage. This race track - an old airfield - is the only place for road racers to go in Alaska. The desire is there to get tracks in Fairbanks and Anchorage, but no funding is available as yet - so the road racers trek from far away to this moss-overgrown, disintegrating track, to which the closest civilization is the community of Tok, around 10 miles away. This weekend featured the second of the three races of the summer, and it turned into a crashfest. There were more than seven crashes, which will keep the repair shops in the cities busy for the next month.

Scott Bothwell was injured on Saturday and had to be airlifted to Fairbanks. Bothwell will be out for the rest of the season with a broken leg.

Mark Takitami once again set the pace in the Under 500cc class - 5:27.27 for the two-lap time trials on his Yamaha TZR250 - and even beat the times of all the Open, Buell, 750cc and 600cc bikes. This was 10 seconds better than his time for the first race of the season in June.

Aaron Rueger challenged with a best time of 5:28.46 in the 600cc class. Rueger was absent from the first race of the season (due to the birth of a new baby in the family) and he was ready to challenge Takitami for the best overall time, but it wasn't to be. He still managed to win the Buell, 750cc and 600cc classes, so he brought home the most trophies.

Rain showed up on Sunday, the day of the races (just like it did at the last round), so the time trials from the day before stood as the final times for the Mini, Under 500cc and 600cc classes, and for the newly formed Buell class. The 750cc and Open classes were able to run before the rains came on Sunday.

Results

MINI: 1. John Larson (Yam); 2. Adam Justrzebold (Yam).

0-500: 1. Mark Takitami (Yam); 2. Chuck Wiley (Suz).

600: 1. Aaron Rueger (Suz); 2. Craig Hill (Suz); 3. Chris Maynard (Suz); 4. Derek Bloom (Hon); 5. Jim Moody (Hon).

750: 1. Aaron Rueger (Suz); 2. Aaron Gillette (Suz); 3. Craig Hill (Suz); 4. Wayne Carter (Suz); 5. Dwayne Gouche (Kaw).

OPEN: 1. Jarett Dupree (Suz); 2. Trevor Taylor (Suz); 3. Jim Moody (Hon); 4. Todd Nybalk (Hon); 5. Chuck Wiley (Suz).

BUELL: 1. Aaron Rueger; 2. Sam Mosley; 3. Phil Binder; 4. Jason Huffman; 5. Brian Corry.

11th Annual

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Labor Day Weekend
$30,000.00 PURSE

Team Green Weekend Schedule of Events

FRIDAY, SEPT. 4
Amateur Sign-up: 8am
Race Format: One long moto
Rider Fee: $20 ALL CLASSES
Adm. $45
(Fri/Sat/Sun. Ticket; No Refund)

SATURDAY, SEPT. 5
Amateur Sign-up: 7am
Race Format: One long moto
Rider Fee: $20 ALL CLASSES
Pro Practice: 3:30pm
Adm. $33
(Sat/Sun. Ticket; No Refund)

SUNDAY, SEPT. 6
Adm. $20
125/250cc Pro National MX Championships
Qualifiers: 10:30am
Main Event: 1pm
Rain or Shine

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Thursday: Any parking before 6pm is $25 additional per vehicle. Amateur Sign-up 7pm - 10pm
Begins 6pm Thursday: Weekend camping available for AMA members and families for the following rates:
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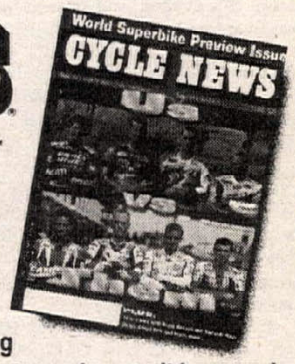

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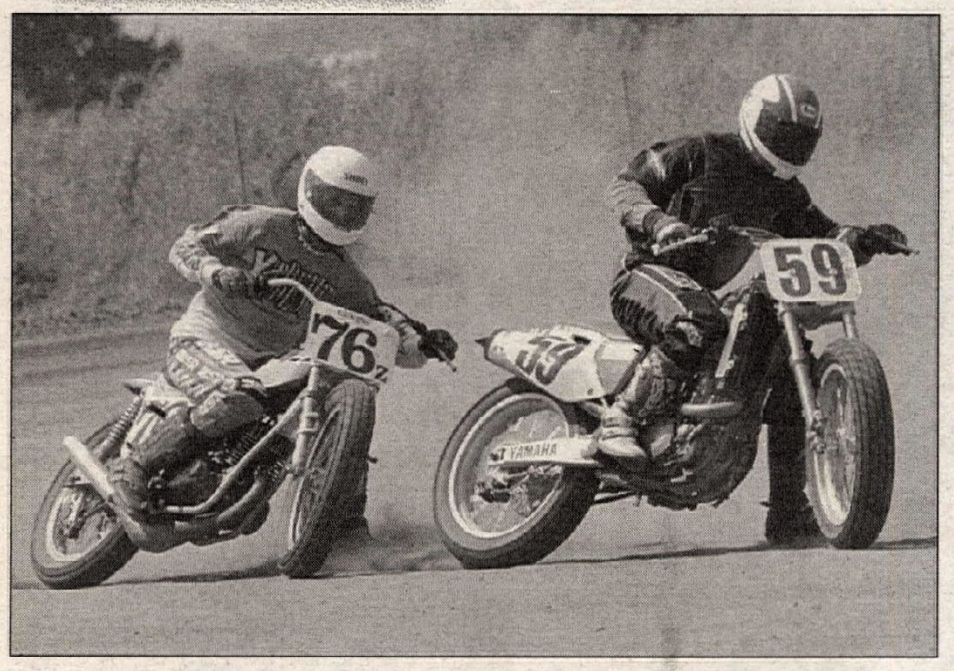

(Above) Winner Phil Libhart (12) leads Ken Yoder (5) and Todd Kendig in the 600cc Pro final at Path Valley, in Willow Hill, Pennsylvania.
(Left) Richard Pollock (59) leads eventual winner Don Frauenberger (76) in the 400cc Sportsman class at Temecula Speedway in California.

Oxley, Castro share wins at Costa Mesa Speedway

By Elaine Jones

COSTA MESA, CA, AUG. 1
After a two-week layoff due to the schedule of the Orange County Fair, Speedway returned to Costa Mesa Saturday night with the Auto Trader Summer Season Opener. When all was said and done, it was "Rad" Brad Oxley and "Fast" Ed Castro who stood on the podium as the winners of the Scratch and Handicap main events.

In the first heat, it was John Aden who read the gate and jumped out on top. He would lead the quick four-lapper from start to finish. Second-placed Castro faced a serious challenge from Rick Pearce, and they battled all the way to the flag, with Castro taking it by the slimmest of margins. Charlie Cooley finished fourth. Aden and Castro would move up the ladder.

In the second heat, it was Gary Hicks who put together a super ride and came away with the win. Randy DiFrancesco and Shawn "Mad Dog" McConnell battled for the second, with McConnell getting the nod. Robbie Sauer was fourth.

In the third heat, it was Chris "The Kid" Manchester who flat took it to the rest of the field, as he broke out on top and was gone. Johnny Walker and Oxley had a battle royal until Oxley was finally able to get through. By then it was too late to catch Manchester, but both would move on to the semis. Jason Chism was fourth.

After a couple of red flags, it was Bobby "Boogaloo" Schwartz who got the jump on the field in the final heat and went on to win the quick four-lapper. Moving up the ladder with him was Andy "The Enforcer" Northrup. David Taylor, Richard Jones and Bryan Thompson rounded out the field.

The first Scratch semi had Oxley on the pole, with Hicks in two and Northrup in three. Aden drew the far-outside gate five. When the gate came up, it was Oxley - from the pole - who got to the corner first, and he was gone. Northrup was away second and had his hands full holding off Hicks, but he didn't back down and was rewarded with second and the direct transfer to the main. Hicks and Aden would have one more shot in the last-chance qualifier.

In the second semi, it was Schwartz - from gate two - who read the flag the best and, like Oxley, ran away from the field. Manchester and Castro battled for second, and it was a good one, as both riders like to ride the outside groove. When all the dust had settled, it was Castro on his way to the main. Manchester and McConnell moved on to the LCQ.

Hicks drew the pole for the LCQ, with McConnell in two and Manchester in three. Aden again drew the outside five gate. Hicks read the gate perfectly and was on the gas. The problems that have plagued him all season didn't appear this time, as the bike held together and the final spot in the main was his. McConnell was using the low line, and it was good enough for second, with Aden and Manchester picking up the fourth and fifth spots.

The Scratch main event saw the luck of the draw go to Oxley, as he drew the pole. Castro was in the two slot, with Schwartz in three. Northrup was in four and Hicks had the fifth gate. The first try saw the flag come out when the referee determined that Schwartz had anticipated the gate. On the restart, it was hard to tell who got the best start, as three riders had a piece of the lead before they hit the first corner. The deciding factor was that Oxley, using the low line, exited two on top, with Schwartz in second and Castro third. After one lap, Castro went to work on the outside and got by Schwartz, and Hicks followed right behind him, and the two took over second and third. Castro went to hunting on the outside, with Hicks trying to make any line work, and the two were frustrated puppies, as all they could do was follow Oxley home in the place and show spots. Schwartz held off Northrup for the fourth.

The lineup for the Handicap main had Walker all alone on the 10-yard line. Northrup had the 30 to himself, with Castro the sole owner of the 40. On the 50, it was Manchester and Hicks, and on the 60 it was McConnell, Oxley and Schwartz.

When the gate came up, Walker was off, trying to put some daylight between himself and the freight train roaring down on him. Castro had other plans, and it took him three laps to move Walker off the groove and take over the lead. Hicks had moved himself to second, with McConnell getting around Northrup to move to third on the sixth lap. Things got really hot on the white-flag lap when Oxley got into the thick of things and got around McConnell to move to third. McConnell came back but time ran out and he settled for the fourth. Northrup was fifth, followed by Schwartz, Manchester and Walker.

Results

SCR: 1. Brad Oxley (GM); 2. Ed Castro (Jaw); 3. Gary Hicks (GM); 4. Bobby Schwartz (GM); 5. Andy Northrup (Jaw).

HDCP: 1. Ed Castro (Jaw); 2. Gary Hicks (GM); 3. Brad Oxley (GM); 4. Shawn McConnell (GM); 5. Andy Northrup (Jaw).

SDCR: 1. John Matherson/Dale Leeder (Yam); 2. Mike Gilmour/Chris Jones (Kaw); 3. Peter Lewis/Jamie Macy (Yam) 4. Alan Hall/Dirk Votaw (Yam).

SUP: 1. Randy Skinner (Jaw); 2. Mike McCarthy (Jaw); 3. Joe Winston (Wes). 4. Tom Buckingham (Wes); 5. Paul Hitchcock (Jaw).

SUP B: 1. Michael Mattocks (Jaw); 2. Greg Corona (Jaw); 3. David Enloe (Jaw); 4. Mike Boyle (Jaw); 5. Brent Smith (Jaw).

MIDGETS: 1. Phil Ward, 2. Casey Moir, 3. Pamela Skinner.

Frauenberger tops Temecula Speedway

By Fred Windum

TEMECULA, CA, JULY 26
Oceanside's Don Frauenberger walked away from Temecula Speedway with two more wins to pad his points lead in the San Diego Flat Track Association's AMA/District 37 & 38 Class C Series. Despite the over-100-degree temperatures, the veteran racer took wins in the 250cc Sportsman and 750cc Vintage classes on a newly resurfaced track.

Joe Stefan and Bruce Reynolds took off ahead of the Vintage 250cc race, leading Charles Richardson and a sideways Chuck Claydon. Stefan's Yamaha had more steam than Reynolds' Bultaco as the two fell in line. Claydon spent the next few laps searching for a line around Richardson's CZ, getting by in turn four on the last lap to put a second Bultaco on the podium. The lone Harley Sprint of John Apple followed Stefan, Reynolds, Claydon and Richardson across the line.

Frauenberger's first win came in race two after he took the lead in the 250cc Sportsman race and never looked back. Byron Kukla, Brian Burkhalter and Marcus Phares settled in behind the leader's Yamaha.

Burkhalter stuffed his bike inside Kukla's machine in turn one for second, thus setting the final finishing order. Jason Bohler filled out the top five.

Frauenberger also took top honors in the Vintage 750cc race on a clean Yamaha twin, finishing ahead of Harley rider Joe Pape and Norton-mounted Clyde Denner.

Rob Nolin took his first win of the day on his tried-and-true Yamaha in the Bomber class, coming off the line ahead of Jim Gardner, Mark Aragon, Kukla and Tom Ferguson. The track was beginning to dry out, but these '78-and-older singles seemed to work well on the dry, slick track. Nolin began to pull away, leaving Gardner to hold off Kukla and Aragon. Gardner lost momentum - and ground - as Kukla passed in turn one and Aragon went outside in four.

Chris Oswald, who was making up for a poor start, was charging through the pack, passing both Gardner and Oswald. Nolin continued to build his lead, now chased by Aragon, Oswald, Kukla and Gardner to the finish.

Results

VINT 250: 1. Joe Steffen (Yam); 2. Bruce Reynolds (Bul); 3. Chuck Claydon (Yam); 4. Charles Richardson (CZ); 5. John Apple (H-D).

SPTSMN 250: 1. Don Frauenberger (Yam); 2. Brian Burkhalter (Yam); 3. Byron Kukla (Yam); 4. Marcus Phares (Hon); 5. Jason Bohler (Yam).

BMBR: 1. Robbie Nolin (Yam); 2. Mark Aragon (Hon); 3. Chris Oswald (Tri); 4. Steve Kukla (Yam); 5. Jim Gardner (Yam).

250 PRO-SPT: 1. Richard Pollock (Kaw); 2. Ron Garcia (Yam); 3. Frank Aragaki (Hus); 4. Carson Gilley (Yam); 5. Chad Morse (Hon).

SR 50+: 1. Ron Gould (BSA); 2. Marshall Jennings (Yam); 3. Bill Silverthorn (Yam); 4. Sam Gray (Hon); 5. Ron Moreno (Tri).

VET 35+: 1. Brian Burch (Rtx); 2. Rick Reed (W-R); 3. Elliott Iverson (W-R); 4. Richard Pollock (Yam); 5. Shane Scott (Rtx).

SPTSMN 400: 1. Don Frauenberger (Yam); 2. Richard Pollock (Yam); 3. Kevin Krough (Hus).

CLSSC 500: 1. Vince Graves (Bul); 2. Clark Edgington (Tri); 3. John LeFevre (Hus); 4. Matt Campbell (Tri).

SPTSMN 600: 1. Elliott Iverson (W-R); 2. Shane Scott (Rtx); 3. Jim Gardner (Yam); 4. Robert Reed (W-R); 5. Randy Reed (W-R).

MDRN VINT 750: 1. Don Frauenberger (Yam); 2. Joe Pape (H-D); 3. Clyde Denner (Nor).

PRO 600: 1. Robbie Nolin (Yam); 2. Brian Burch (Rtx); 3. Perry Proiette (W-R); 4. Keith Bradford (Yam); 5. Jim Kesler (W-R).

Libhart takes Path Valley ST

By Len and Ben Breech

WILLOW HILL, PA, JULY 18
Phil Libhart began what was probably the best weekend of his racing career with three wins at the Winsett Flowers/Two-Wheel Promotions-promoted short track at Path Valley Speedway; then he capped it all off with his first win in the 540cc class at the AMA National Hillclimb Championship in Steel City, Pennsylvania.

Libhart had an easy win over Raun Wood in the Sportsman final but had a race-long battle with Todd Kendig and Ken Yoder for the 600cc Pro victory. He then finished off the evening with the 750cc A-class win. Also taking three wins were Bob Sweeten in the 250cc A, 600cc A and Over 40 events. Other A wins went to Nick Taylor in the Over 30 class and Dave Smith in the 500c Two-Valve class.

Evan Baer once again topped the 50cc (4-6) and 50cc Oil-Injected divisions, while Joey Tyeryar had an easy time winning the 600cc B division but had to fight off Chris Klinefelter for the 250cc B win. Klinefelter, however, easily won the 125cc B race.

After an easy win in the Sportsman final, Libhart and the other two riders in the 600cc Pro class came to the line. Kendig led Libhart, with Yoder riding his usual line - higher than everyone else's. For more than 10 laps, the two Howell's Harley-Davidson-sponsored riders raced side by side, with Yoder tucked in close behind. On the 12th lap, Libhart finally got in front, with Yoder also getting by Kendig.

In the 750cc race, Libhart gated third behind Nick Taylor and Georgie Price. Libhart took second place coming off the second turn on lap two, and he finally got by Taylor on the sixth lap for the win.

For Sweeten, the hardest win was in the 250cc A main, as he grabbed the lead from Jake Johnson, Price and Rich Mettinger. The first three pulled away somewhat in a close, hard-fought battle for the lead. Price tried several times to get under Johnson, even rubbing his tire against Johnson's leg, but the top three stayed the same, finishing just a few feet apart.

The 600cc A win was made easier when Johnson broke on the opening lap, while Dallas Baer and Ed Hyde battled for second early on, before Baer took control after two laps.

The 500cc A Two-Valve final was another three-rider breakaway. This time, Dave Smith and Nick Taylor battled for the lead, with Jim Chapman - who was making his first start after being injured earlier in the year - a very close third. After being side by side for the first few laps, Smith finally took control after the third lap, with Chapman taking over second on lap four. Two laps later, Taylor retook second and tried to slice under Smith for the lead, but he touched Chapman, and both riders went down.

Chapman did not make the restart, but Taylor did, and he was up to third behind Smith and John Winsett Sr. Taylor took second as they were taking the white flag.

Results

50 (4-6): 1. Evan Baer (Act); 2. John Long (Lem); 3. Andrew Smith (Act); 4. Bryan DeMuro (Act); 5. Brett Pugh (Lem).

50 (7-8): 1. Joey Parks (Lem); 2. Jeff Haldeman (Lem).

50 OIL-INJ: 1. Evan Baer (Yam); 2. Bobby Weir (Yam); 3. Brett Pugh (Yam); 4. Mitch Harvat (Yam).

65: 1. John Lewis (Kaw); 2. Jeff Haldeman (Hon).

80: 1. Shawn Baer (Yam); 2. John Lewis (Yam).

125 SCHBY: 1. Robbie Reynolds (Hon).

125 B: 1. Chris Klinefelter (Hon); 2. Robbie Reynolds (Hon); 3. Shawn Baer (Yam).

250 A: 1. Bob Sweeten (Hon); 2. Jake Johnson (Hon); 3. Georgie Price (Hon); 4. Rich Mellinger (Yam); 5. Raun Wood (Yam).

250 B: 1. Joey Tyeryar (Yam); 2. Chris Klinefelter (Hon); 3. Ray Lied (Yam); 4. Bill Stillwell (Suz); 5. Bruce Miller (Hon).

500 2-VALVE A: 1. Dave Smith (Yam); 2. Nick Taylor (Yam); 3. John Winsett Sr. (Yam); 4. Larry Hoffman (Yam); 5. Barry High (Yam).

600 A: 1. Bob Sweeten (Rtx); 2. Dallas Baer (Rtx); 3. Ed Hyde (Rtx); 4. Will Russell (Rtx); 5. Aaron Humphrey (Rtx).

600 B: 1. Joey Tyeryar (Rtx); 2. Bill Stillwell (Rtx); 3. Dave Higgins (Rtx); 4. Bob Hildebrand (Hon).

600 PRO: 1. Phil Libhart (Rtx); 2. Ken Yoder (Rtx); 3. Todd Kendig (Rtx).

750 A: 1. Phil Libhart (Tri); 2. Nick Taylor (Yam); 3. Georgie Price (Yam).

SPTSMN: 1. Phil Libhart (Rtx); 2. Raun Wood (Yam).

30+: 1. Nick Taylor (Yam); 2. Bill Bromley (Rtx); 3. Mike Keane (Kaw).

40+: 1. Bob Sweeten (Rtx); 2. Bruce Miller (Hon); 3. Mike Keane (Kaw); 4. Dave Higgins (Kaw); 5. Bob Hildebrand (Hon).

No stopping Nelson at Barona Oaks Raceway

By Homer Eubanks

RAMONA, CA, JULY 26
Dustin Nelson, on his Motoworld/Pros Choice/Enzo-backed YZ400F Yamaha, was unstoppable in the Pro divisions at Barona Oaks Raceway. And for his efforts, Nelson took home the Open and 250cc Pro-class wins.

In Amateur action, the Navarro brothers - Joey and Josh - provided most of the serious racing while competing in the 80cc and Supermini divisions.

Zack Shirley enjoyed his Sunday ride as well, as he swept all the motos in the 125cc (16-25) and 125cc Novice classes.

In one of the best races of the day, Bobby Romero outmaneuvered Joey Navarro in the 80cc (7-16) Novice action. Navarro pulled off the win in the first moto, with Romero trailing. In the second moto, Romero got off the line first, with Navarro glued to his rear fender. The two

liced the entire five laps, with the lead changing several times. Romero made the last pass, but Navarro made a last-corner effort on the last lap but dropped his Kawasaki. Navarro was slow in picking up his bike and dropped to fifth. Navarro's 1-5 put him in third on the day, while second overall went to Brandon Ellingsen, who went 3-2.

Joey wasn't the only Navarro on the track, as his big brother Josh, who was the only 80cc intermediate rider, was racing with the Novice riders. Josh gave the Novices a head start in the second moto, then he quickly rode through the pack and was challenging for the lead on the third lap. Once out front, he managed to ride off for the overall.

The Navarros came out again in the Supermini division, and very quickly Josh was taught to have some respect for his younger brother. Josh did win both motos but had a hard-charging Joey hot on his heels. Josh had dominated the first moto, with Joey taking second. In the second moto, Joey zipped off the line, with Bobby Romero a close second, while Josh was back in fourth, behind Matt Waldo. Josh struggled throughout the moto, falling back to fifth at one point. When the white flag came out, Josh turned up the wick and retook the overall on the last lap. Joey finished a close second but gave his older brother notice that "little brother" has grown up and is ready to race.

Results

INTRO TO MX: 1. Shea Smith (Hon); 2. Danny Hart (Kaw); 3. Tyler Hermann (Hon); 4. Isaac Ramierl (Hon); 5. Kyle Langdon (Hon).

P/W F/T: 1. Austin Millsap (KTM); 2. Anthony Quintero (KTM); 3. Casey Harris (KTM); 4. Steven Lounsbury (Yam); 5. Chris Connelly (Suz).

P/W (0-6) STK: 1. Dakota Garner (Cob); 2. Christopher Lounsbury (Cob); 3. Cody Trotter (KTM); 4. Austin Ballard (Lem); 5. Dylan Schmoke (KTM).

P/W (7-8) STK: 1. Justin Morgan (Cob); 2. Trevor Reis (Cob); 3. Marcus Carrillo (Lem); 4. Cody Tithot (KTM); 5. Kristopher Chambers (Cob).

P/W (7-8) MOD: 1. Clayton Murrilo (Cob); 2. Justin Morgan (Cob); 3. Marcus Carrillo (Lem); 4. Trevor Ries (Cob); 5. Christopher Chambers (Cob).

60 (7-11) STK: 1. Brad Masters (Kaw); 2. Chase Takacs (KTM); 3. Brandon Spencer (Kaw); 4. Brook Harden (KTM); 5. Bradley Baquial (Kaw).

JR OPEN: 1. Michael Herrera (Kaw); 2. B.J. Hart (Kaw); 3. Cory Branch (Kaw); 4. Steven Lewis (Kaw); 5. Terren O'Dell (Kaw).

80 BEG: 1. Matt Waldo (Yam); 2. Javier Rodrigues (Suz); 3. Jeff Vaughn (Yam); 4. Justin Hermann (Yam); 5. R.T. Underwood (Hon).

80 (7-11) STK: 1. Anthony Charette (Yam); 2. Marc Anthony (Hon); 3. Matthew Adams (Hon); 4. Steven Cerda (Hon); 5. Candice Motshagen (Hon)

80 NOV (7-16): 1. Bobby Romero (Yam); 2. Brandon Ellingsen (Hon); 3. Joey Navarro (Kaw); 4. Justin Noble (Kaw); 5. Chad Jefferies (Kaw).

80 INT: 1. Josh Navarro (Kaw).

S/MINI: 1. Josh Navarro (Kaw); 2. Joey Navarro (Kaw); 3. Matt Waldo (Yam); 4. R.T. Underwood (Hon); 5. Bobby Romero (Yam).

125 (16-25): 1. Zack Shirley (Suz); 2. Nick Hastings (Kaw); 3. Larry Widener (Kaw); 4. Cory Criss (Yam).

125 BEG: 1. Ken Johnson (Yam); 2. Brent Harden (KTM); 3. Chris Fuller (Hon); 4. Kyle Bentley (Hon); 5. Eric Anderson (Hon).

125 NOV: 1. Zack Shirley (Suz); 2. Travis Connally (Yam); 3. Brandon Hamlett (Hon); 4. Erik Johnson (Hon); 5. David Fox (Yam).

125 INT: 1. Wilson Nichols (Hon); 2. Steve Yurkovic (Kaw); 3. Geoff Walters (Yam); 4. Derek Chase (Yam); 5. Joshua West (Yam).

125 PRO: 1. Dustin Nelson (Yam); 2. Josh Tarrantino (Yam); 3. David DeManges (Yam).

250 BEG: 1. Ricky Graves (Kaw); 2. Kyle Yost (Yam); 3. Kevin Yost (Yam); 4. Doug Corrie (Hon); 5. Grant Clabaugh (Kaw).

250 NOV: 1. Joaquin Candia (Yam); 2. Jon Meyers (Kaw); 3. Mel Mahsoon (Hon); 4. Jese Sharpe (Suz).

250 INT: 1. Daniel Nichols (Kaw); 2. Manny Arias (Suz).

VET BEG: 1. Randy Aanson (Hon); 2. Dawson Leachman (Suz); 3. Paul Ellingsen (Hon); 4. John Mattera (Hon); 5. Tim Dunaway (Yam).

VET NOV: 1. John Willis (Hon); 2. Cameron Lampert (Yam); 3. Ron Howell (Suz); 4. Chuck Fox (Suz).

VET INT: 1. Greg Meyers (Kaw); 2. Kevin Barrett (Kaw); 3. Les Abernathy (Kaw).

OPEN: 1. Dustin Nelson (Yam); 2. John Mesa (Kaw); 3. Robert Kentzen (Yam); 4. Paul Ellingsen (Hon); 5. Tim Kemp (Hon).

Thomas flies at Marion County Motocross

By Kyle Myers

REDDICK, FL, JULY 12

More than 350 riders braved 105-degree heat and endured an afternoon downpour at the seventh annual MDA Auction Race at Motocross of Marion County, which was also round 15 of the Florida Sunshine State Series.

Due to the downpour at half time, only one moto in each class was run, so the first motos determined the overall for Suzuki contingency money and other prizes.

At the end of the day, more than $5000 was raised for MDA, the biggest money-raisers being Ricky Carmichael and Jeremy McGrath jerseys.

In the opening Open Money moto, 12 riders lined the gate, gunning for the chance to win the 150-percent payback. The favorites going into the single moto were National riders Paul Currie and Jason Thomas.

When the gate dropped, the bikes flew off the line and Thomas jumped out in front, where

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Sun. 8/16	1pm est.	24 Hours of LeMans	
Tue. 8/18	8pm est.	World Supersport - Brands Hatch	
Wed. 8/19	7pm est.	Bike Week	

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he would stay all race long. He would thus claim the lion's share of the purse, with Marcus Pedrero and Currie rounding out the top three. Jarrett Tipping and Buddy Duffy filled out the top five places.

Several riders scored double-class wins on the day, but only T.J. Rhonelli scored the hat trick by topping the Pee Wee (7-9), Pee Wee Modified and 60cc (5-8) classes.

The double class winners included Paul Perebijnos in the 12-15 and Super Mini classes; Mark Beamer in the Over 25 and Over 30 classes; and David Ellis in the Over 40 and Vintage Modified Classic classes.

Results

P/W BEG: 1. Levi Bufkin (Yam); 2. Amanda Charlebois (Yam).

P/W (4-6): 1. Jesse Freeman (Cob); 2. Mike McArthur (Cob); 3. Chase Couture (Cob); 4. Jeff Mulleavy (Cob); 5. Zac Freeberg (Cob).

P/W (7-9): 1. T.J. Rhonelli (Cob); 2. Brad Bollman (Cob); 3. Orland Hamilton (Cob); 4. Roger Williams (Cob); 5. David Wyatt (Lem).

P/W MOD: 1. T.J. Rhonelli (Cob); 2. Kyle Keylon (Cob); 3. Mike Nicolini (Cob); 4. Jesse Freeman (Cob); 5. Roger Williams (Cob).

60 BEG: 1. Max Rash (Kaw); 2. Brad Bollman (Kaw); 3. Corey Woodard (Kaw); 4. Chris Kelly (Kaw); 5. Nick Jackson (Kaw).

60 (5-8): 1. T.J. Rhonelli (Kaw); 2. Kyle Keylon (Kaw); 3. Dean Dyess (Kaw); 4. Mike Nicolini (Kaw); 5. Bobby Charlebois (Kaw).

60 (9-11): 1. Matt Boni (Kaw); 2. Ian Hewitt (Kaw); 3. Chris Cates (Kaw); 4. Michael Lozax (Kaw); 5. Justin Bryant (Kaw).

80 BEG: 1. Chris Nizborski (Kaw); 2. Mike Nicolini (Suz); 3. Robert Buttitta (Kaw); 4. Ryan Luke (Kaw); 5. Jeremy McCormick (Kaw).

80 (7-11): 1. Dale Kump (Hon); 2. Matt Boni (Kaw); 3. Brad Bernier (Kaw); 4. Bobby Lucroy (Suz); 5. Phil Hewitt (Kaw).

80 (12-15): 1. Paul Perebijnos (Hon); 2. Josh Faustino (Kaw); 3. Shane Lusk (Hon); 4. Shane Mayo (Kaw); 5. Corey Fink (Yam).

S/MINI: 1. Paul Perebijnos (Hon); 2. Shane Lusk (Hon); 3. Spencer Jones (Kaw); 4. Josh Faustino (Kaw); 5. Dale Kump (Hon).

15-24: 1. Buddy Duffy (Yam); 2. Jarrett Lane (Suz); 3. Tyson Hadsell (Yam); 4. Raymond Loggins (Yam); 5. J.D. Holmes (Hon).

125 BEG: 1. Wes Davis (Suz); 2. David Hess (Kaw); 3. Roger White (Suz); 4. Mike Young (Hon); 5. James Jones (Yam).

125 B: 1. Tyson Hadsell (Yam); 2. Andre Boloni (Suz); 3. Raymond Loggins (Yam); 4. Jarrett Lane (Suz); 5. Adam Smith (Hon).

125 C: 1. Ryan Mito (Suz); 2. Spencer Jones (Kaw); 3. Jeremy Freeman (Kaw); 4. Jerry Jackson (Kaw); 5. Derrick Stearns (Yam).

250 BEG: 1. Andy Chambers (Hon); 2. Johnny Wunderlich (Kaw); 3. Barry Thomas (Hon); 4. Jesse Bateman (Hon); 5. Steve Albertson (Yam).

250 B: 1. Matt Johnson (Yam); 2. Steve Dumond (Suz); 3. Tim Eggers (Suz); 4. J.D. Holmes (Hon); 5. Ron Meredith (Yam).

250 C: 1. Chris Nelson (Yam); 2. Jack Clark (Suz); 3. Scott Wood (Yam); 4. Ron Crews (Kaw); 5. Rich Decker (Suz).

25+: 1. Mark Beamer (Kaw); 2. Todd Gardner (Hon); 3. Billy Wood (Yam); 4. Jeff Lampe (Suz); 5. Marcus Pedrero (Suz).

30+: 1. Mark Beamer (Kaw); 2. Steve Dumond (Suz); 3. Billy Wood (Yam); 4. Tim Eggers (Suz); 5. Willis Brock (Suz).

35+: 1: Willis Brock (Suz); 2. Tim Eggers (Suz); 3. Dean Dyess (Suz); 4. John Hauf (Hon); 5. Chris Nelson (Yam).

40+: 1. David Ellis (Hon); 2. Mark Thomas (Kaw); 3. Tom Bragg (Hus); 4. Kevin Wilson (Suz); 5. Mark Cornelia (Hon).

50+: 1. Al Gardner (Yam); 2. Doug Hammond (Yam); 3. Robert Dare (Kaw); 4. Will Roberts (Kaw); 4. Ron Crews (Hon).

OPEN MNY: 1. Jason Thomas (Kaw); 2. Marcus Pedrero (Suz); 3. Paul Currie (Kaw); 4. Jarrett Tipping (Suz); 5. Buddy Duffy (Yam).

WMN: 1. Patty Whitehouse (Suz); 2. Traci Hess (Suz); 3. Tracy Smith (Hon); 4. Ashley Jackson (Kaw); 5. Ashley Jones (Yam).

VINT MOD CLSSC: 1. David Ellis (Yam); 2. Ed Garlin (Hon); 3. Tim Boryk (Hon).

Tisinger, Parks perform at AV Stadium Cross

By Greg Robertson

LANCASTER, CA, JULY 24

Round four of Full Blown Promotion's Antelope Valley Stadium Cross Night Series, held at the Antelope Valley Fairgrounds, saw C.J. Tisinger and Ricky Parks dominate the 125 and 80cc Beginner classes, respectively.

Matt Simpson's 125cc Beginner first-moto lead lasted two turns before he went down, giving Charles Dana a shot at running out front. Peyton Schmidt and Jeff Verseput held down second and third until Tisinger passed them both just two laps into the race. Tisinger reeled in Dana and then sailed past him off the big grandstand jump just before the midway point of the moto.

Tisinger easily put 10 seconds on Dana before the checkers fell. Schmidt, Verseput, Matt Horton and Jonathan Gilliam had a great battle for third. Schmidt tipped over in a turn with a lap remaining, handing the third-place finish to Verseput, with Horton a close fourth.

Simpson pulled his second holeshot of the evening and managed to stay up to lead Tisinger, Verseput and Gilliam. After one lap on the hard-packed, jump-filled track, Tisinger was out front and pulling away. There wasn't much Simpson could do en route to his runner-up finish, as Tisinger took the win with a huge lead. Verseput stayed close to Simpson and was awarded the second-place trophy based on his 3-3 rides. Simpson's 7-2 score edged out the 5-4 of Gilliam for third overall.

Parks dived underneath Weston Peick for the lead on the opening lap of the first 80cc Beginner moto and never looked back. Peick held off Ryan Tisinger by a bike length at the finish for second, with Steven Quinones an equally close fourth.

Ricky Parks won the 80cc Beginner class at the AV Stadium Cross in Lancaster, California.

Peick did an excellent job of keeping Park at bay for the first half of the second moto before going down in a corner. Parks inherited the lead and the overall win with his 1-1 effort. Tisinger was right there to capitalize on Peick's mistake and went 3-2 for second overall. Peick was quickly up to finish fourth behind Steven Forsythe and collect the third-place trophy.

Results

P/W BEG: 1. Corey Bernats (KTM); 2. Chris Plouffe (KTM); 3. Ethan Flores (KTM); 4. Kyle Kossinger (KTM); 5. Donny Griffin (Lem).

P/W S/STK (0-6): 1. Chris Plouffe (KTM); 2. Brett Downey (Cob); 3. Chris Deeds (KTM); 4. Brandon Freitas (Act).

P/W S/STK (7-8): 1. Speedy Gonzales (Cob); 2. Tylor Hemme (KTM); 3. Matthew Richardson (Cob); 4. Daniel Kariger (KTM); 5. Jake Canada (Cob).

P/W MOD (0-6): 1. Brett Downey (Cob).

P/W MOD (7-8): 1. Speedy Gonzalez (Cob); 2. Tylor Hemme (KTM); 3. Jake Canada (Cob); 4. Matthew Richardson (Cob); 5. Daniel Kariger (KTM).

S/P/W: 1. Speedy Gonzalez (Cob); 2. Tylor Hemme (KTM); 3. Jake Canada (Cob); 4. Matthew Richardson (Cob); 5. Kyle Smith (KTM).

60 BEG: 1. Nicholas Sanchez (Kaw); 2. Jennifer Parks (Kaw); 3. Shana Rhinehart (Kaw); 4. Cody Waller (KTM); 5. Jeremy Reddell (Kaw).

60 (0-8): 1. Justin Mulford (Kaw).

60 (9-11): 1. Riley Harper (Kaw).

P/W 80: 1. Richard Steele (Hon).

80 BEG: 1. Ricky Parks (Yam); 2. Ryan Tisinger (Kaw); 3. Weston Peick (Suz); 4. Steven Forsythe (Yam); 5. Steven Quinones (Yam).

80 NOV: 1. Riley Beckinger (Hon); 2. Cory Redinus (Suz); 3. Adam Gragg (Yam); 4. Nicholas Hensley (Yam).

GRLS: 1. Shana Rhinehart (Kaw).

125 BEG: 1. C.J. Tisinger (Suz); 2. Jeff Verseput (Yam); 3. Matt Simpson (Hon); 4. Jonathan Gilliam (Hon); 5. Matt Horton (Yam).

125 NOV: 1. Chris Elliott (Yam); 2. Donnie Durrer (Yam); 3. Richie Owens (Yam); 4. Jeremy Cruse (Yam); 5. Rob Hall (Yam).

125 INT: 1. Mike Debreto (Yam); 2. Matt Armstrong (Yam).

125 PRO: 1. Jeremy Chaussee (Kaw); 2. Michael Young (Yam); 3. Hawk White (Suz); 4. Ryan Orr (Yam); 5. Andreu Labrador (Yam).

250 BEG: 1. Nick Jerome (Suz); 2. Erik Jepson (Hon); 3. Clayton Riley (Suz).

250 NOV: 1. Mike Embry (Yam); 2. Cory Ellis (Yam); 3. Jeremy Cruse (Yam); 4. Damon Podolny (Yam).

250 PRO: 1. Donald Upton (Suz); 2. Jeremy Chaussee (Kaw).

JR VET BEG/NOV: 1. Jose Zuniga (Yam).

VET BEG/NOV: 1. Mike Carr (Hon); 2. Kenny Kopecky (Kaw); 3. Ken Lipp (Kaw); 4. Andy Flum (Yam); 5. Russ Schuoler (Hon).

VET INT/EX: 1. Jerry Hensley (Yam).

SR BEG/NOV: 1. Rick Parks (Hon); 2. Jack Gilliam (Hon).

Locals day at Okanogan Memorial Half Mile

By Matt Holm

OKANOGAN, WA, JULY 18

With temperatures in the 100s, and the grandstands full to capacity, local riders showed what they had at the Okanogan Memorial Half Mile at the Okanogan County Fairgrounds. This race was held in memory of Officer Michael W. Marshall, who was slain in the line of duty earlier this year. Many people showed up to raise money for the fallen officer's family while also getting the chance to watch motorcycles race on this cushion half mile for the first time.

Local motocross star Kevin Cornett, from Okanogan, tried dirt track for his first time on his YZ250 Yamaha, which was mounted with Goodyear dirt-track tires. Cornett caught on quickly and won the 250cc Novice class, and he impressed the crowd by winning the wheelie contest as well.

In the 600cc Novice class, another local rider, Steve Schardt from Twisp, showed the fast way around on his 500cc Honda. He won both his heat races as well as the main event. And he wasn't through yet.

Schardt returned to race the 600cc Pro-Am class as well, and won his heat race. In heat race number two, another local favorite - Jim Monegan, also of Twisp, aboard an ultra-fast Rotax - showed that he had the speed to win, too, taking the checkered flag in first place.

Schardt wanted revenge in the final. The showdown was set, with Monegan on the pole and Schardt next to him. The two riders got off the line one-two, with Monegan getting the edge at the end of the first lap. They battled the entire race, with Monegan winning by a couple of bike lengths.

Monegan then hopped aboard his Norton 750 and proceeded to win the Vintage Twin class.

In the 600cc Expert class, several National-number riders showed up to support this benefit race. In the final, it was Jeff Annen edging out Steve Liberty for the win, with Lonnie Kopp finishing third. Kopp returned to win the 750cc Pro class aboard his XR750, beating out Triumph-mounted Matt James.

Results

250 NOV: 1. Kevin Cornett; 2. Steve Adkins; 3. Matt Schweitzer; 4. Taber Murphy; 5. Todd Gil-Hoover.

250 PRO-AM: 1. Dan Adkins; 2. Eric Beers; 3. Matt Schweiter; 4. Fran Gil-Hoover; 5. Bob Haskins.

500: 1. Jack Darling; 2. Dan Kirk; 3. Brian Hogan.

500 VINT: 1. Bob Haskins; 2. Wes Hadden; 3. Bill Marion.

600 NOV: 1. Steve Schardt; 2. Shane Pettis; 3. Dan Kirk; 4. Taber Murphy; 5. Steve Junquist.

600 PRO-AM: 1. Jim Monegan; 2. Steve Schardt; 3. Shawn Pettis; 4. Eric Beers; 5. Brian Watson.

600 EX: 1. Jeff Annen; 2. Steve Liberty; 3. Lonnie Kopp; 4. Eric Rickman; 5. Jerry Southworth.

750 VINT: 1. Jim Monegan; 2. Greg Taber; 3. John Kent; 4. Pete Bennett.

750 PRO: 1. Lonnie Kopp; 2. Matt James.

Woods smokes Silver State Supercross

By Dick Goodwin

PAHRUMP, NV, JULY 24

Honda hotshoe Robby Woods put together an awesome display of jaw-dropping speed and Pro-style moves to decimate the combined 80cc race at the new Silver State Supercross Park. Woods, riding with the number-one plate, certainly did his number justice as he blasted to double moto victories to capture the 80cc Intermediate overall.

All the 80s raced together, so Woods charged out in front of Beginner Taylor Gilmore and Novice Michael Parker to start race one. As Woods roared around the big sweeper, Parker swooped past Gilmore and set out in pursuit. Erik Hodges, Joshua Davis and Bryan Wulfenstein, meanwhile, were in a tight duel for fourth. Woods slashed and flashed around the course, giving everyone a clinic on how to ride an 80 at speed. Parker was the only one able to keep him in sight, as Woods ended up lapping three-quarters of the field by the time he sailed across the finish line. Parker and Gilmore would claim second and third, respectively.

Race two was a carbon copy of race one, with Woods, Gilmore and Parker leading the pack, and Parker making the quick move for second. Woods took off again and, even though he bobbled a couple of times in this outing, he maintained first place and raced to another solid win - again lapping most of the field. Woods was the runaway winner, and first 80cc Intermediate. Michael Parker topped Matt Reincke for the 80cc Novice crown, and Taylor Gilmore took the 80cc Beginner trophy over Kyle Chamberlain.

Boe Krahenbuhl was also showing off at Pahrump on Friday night, posting double wins in the 125cc Beginner class. He jumped out to the lead in race one, just ahead of Jared Haughey and Dennis Rodriguez. As Krahenbuhl stretched his lead, Haughey dropped it and Chris Symons blasted past Rodriguez into second. Josh Fanning was also on the move, coming from way off the pace to move into fourth by lap three. Krahenbuhl was slicing and dicing and otherwise having a good time way out in front en route to an easy win. Symons had settled into a solid second, but the action was for third as Rodriguez and Fanning passed and repassed each other several times on the last lap. Fanning finally prevailed.

Rodriguez aced the field in moto two, blasting out in front of Symons and first-moto winner Krahenbuhl. Krahenbuhl, though, didn't waste any time, muscling past for the lead in the first few turns and dragging Haughey with him. Symons fought back and worked his way back to second, and Fanning was also on the move again until he dropped his bike. Krahenbuhl scored another runaway win and captured the 125cc Beginner overall. Symons, with another solid second, claimed second overall, while Fanning recovered to edge Haughey for third.

Results

P/W (4-6): 1. Rikki Mittwede (Lem); 2. Dylan Pool (Lem).

P/W (7-8): 1. Carl Morris (Lem); 2. Toby Jonus (KTM); 3. Daniel Chapman (Lem); 4. Joyce MacDonald (KTM); 5. James McCune (Lem).

60 BEG: 1. Jesse Patrick (Kaw); 2. Matthew Liquori (Kaw); 3. Zack McInally (Kaw).

80 BEG: 1. Taylor Gilmore (Suz); 2. Kyle Chamberlain (Hon); 3. Joshua Davis (Hon); 4. Kyle Ames (Yam); 5. Nick Vernia (Kaw).

80 NOV: 1. Michael Parker (Hon); 2. Matt Reincke (Hon); 3. Donnie Hoover (Kaw); 4. Scott Taack (Hon).

80 INT: 1. Robbie Woods (Hon).

125 BEG: 1. Boe Krahenbuhl (Yam); 2. Chris Symons (Kaw); 3. Josh Fanning (Hon); 4. Jared Haughey (Hon); 5. Dennis Rodrigues (Kaw).

125 INT: 1. Mark Hermann (Kaw).

125 PRO: 1. Monte Montague (Yam); 2. Brock Krahenbuhl (Kaw).

250 BEG: 1. Dave Gifford (Kaw); 2. Ron Smith (Yam); 3. Tom Boughton (Suz); 4. Jeremy Payne (Hon); 5. Chris Champlin (Hon).

250 NOV: 1. Charley Rennie (Kaw); 2. Tod Anderson (Kaw); 3. Kenny Couturier (Kaw); 4. Chuck Morris (Hon); 5. Jon Mazlo (Kaw).

250 INT: 1. Glenn Weidman (Suz); 2. Scott Trombly (Kaw); 3. Casey McKinney (Hon).

250 PRO: 1. Jimmy Gaddis (Kaw); 2. Monte Montague (Yam); 3. Brock Krahenbuhl (Kaw).

VET BEG: 1. Mark Roberts (Hon); 2. Tim Slick (Kaw); 3. Ed McInally (Kaw); 4. Bart Kohler (Kaw); 5. James Krumme (Yam).

VET INT: 1. Casey McKinney (Hon); 2. Glenn Weidman (Suz); 3. Matt Hermann (Kaw); 4. Ron Haigwood (Hon); 5. Scott Trombly (Kaw).

Thiele steals Spare Parts HS win

By Frank Leivan

KNOB NOSTER, MO, JULY 12

After winning his first event of the Missouri Hare Scrambles Championship two weeks ago, Kawasaki rider Chris Thiele made it two in a row by topping round nine at Knob Noster. Thiele suffered a three-kick start, but by the midway point of the race he had hooked up with Mike Windmann to pull away from the pack. Late in the race, Thiele picked up the pace and pulled away to a 50-second win.

The Spare Parts Motorcycle Club laid out a 10.6-mile course on the Dillingham property near Warrensburg. A small dose of rain on Friday evening and temperatures far below normal made for a great race that left many of the racers asking for more.

Chris Caplinger put his YZ400 into the first corner in front, with Leigh Letellier (who is only attending selected events this year) holding down second. Windmann, who has been the picture of consistency all year, held third, and Chris Nesbitt was fourth.

Caplinger momentarily got hung up in a creek crossing, and Letellier, Windmann and Nesbitt all moved around him. Once in the lead, Letellier rode smoothly, although he was somewhat nervous after not having been in front for well over a year. Letellier held the lead for the remainder of the first lap, with Windmann right on his rear fender.

Thiele was the man on the move, however, coming from fourth all the way to second on the second lap while Windmann had the lead and Letellier settled into third. Caplinger recovered from his first-lap problem and was tied to Letel-

ier's rear fender, while Nesbitt struggled to find his rhythm and rode in fifth.

Mile after mile, Thiele started to close the gap on Windmann, and by the fourth of five laps had closed to within striking distance. Only a handful of seconds behind the leaders, Caplinger and Letellier had a similar battle going for the final podium spot. Thiele was able to make a pass on the fourth lap but went down soon after and Windmann got it right back. Thiele, however, was able to catch back up, and when Windmann struggled to pass a lapper just before the white flag, Thiele made his move.

"Once Chris passed me, I tried to stay close," said Windmann, "but he had enough of a gap that we had to work the lappers individually instead of together and he just pulled away."

And pull away he did, stretching his lead to some 50 seconds on the final lap, while pointing his J&W Cycles/Moose/Renthal-backed KX250 toward the checkered flag. Windmann completed another great ride on his Pro Dirt KTM to finish second for the sixth time this season. Caplinger completed his most solid ride since a win at round two to claim third on his Donelson Cycles Yamaha, despite taking more than his share of soil samples. Fourth went to Letellier, his best performance thus far on his selected schedule. Jeff Lappe kept his little 125 KTM pinned to win the A class for the fourth race in a row, and he finished fifth overall.

Results

O/A: 1. Chris Thiele (Kaw); 2. Mike Windmann (KTM); 3. Chris Caplinger (Yam); 4. Leigh Letellier (KTM); 5. Jeff Lappe (KTM).

AA: 1. Mike Windmann (KTM); 2. Chris Caplinger (Yam); 3. Leigh Letellier (KTM); 4. Ken Yount (Yam); 5. Tanner England (Yam).

A: 1. Jeff Lappe (KTM); 2. Jason Counts (Kaw); 3. Mike Kruger (KTM); 4. Tom Klimm (Kaw); 5. Charles Thiele (Kaw).

125 B: 1. John Struckhoff (Suz); 2. Levi Rawson (Yam); 3.Kurt Eibell (Yam); 4. Casey Hinkel (Yam); 5. Luke Manion (Yam).

200 B: 1. Steve Crews (Kaw); 2. David Haworth (KTM); 3. Everett Shinault (Kaw); 4. Robert Armon (Kaw); 5. Dae Lederle (Kaw).

250 B: 1. Collin Sheridan (Yam); 2. Ryan Wuebbeling (Yam); 3. David Bishop (Suz) 4. Matt Weis (Yam); 5. Nick Crawford (Yam).

250 C: 1. Tim Gibson (Hon); 2. Lars Valin (Hon); 3. Dan Halbeck (Kaw); 4. Bryan Roy (Kaw); 5. John Banes Jr. (Kaw).

OPEN B: 1. Matt Coffman (KTM); 2. Tom Prenger (KTM); 3. Jeff Kuechenmeister (ATK); 4. Marty Smith (Hon); 5. Larry Portell (KTM).

4-STRK B: 1. Travis Pilant (Hon); 2. Gary Pilant (Hon); 3. Shawn Taylor (Yam); 4. Ralph Gerding (Hon); 5. Doug Jones (Yam).

VET: 1. Rick Matteson (Yam); 2. Gary Mittelberg (Kaw); 3. Dwayne Munch (Hon); 4. Dave Berry (Hon); 5. Tom Huber (Yam).

JR: 1. Robert Duncan (Yam); 2. Jeremy Wisecup (Kaw); 3. Zack Mabery (Hon); 4. James Sloan (Yam); 5. Steve Akers (Kaw).

SR: 1. Ron Ribolzi (Yam); 2. Bill Gold (Yam); 3. William Gufey (Yam); 4. Keith Kibort (Yam); 5. John Newberry (Hon).

S/SR: 1. Eric Hansen (Hon); 2. Jim Letellier (KTM); 3. Rick Carpenter (KTM); 4. Gerald Frericks (KTM); 5. Bob Copeland (Kaw).

TR: 1. Craig Delong (Hon); 2. Jody Smith (Suz); 3. Gregg Hecht (KTM); 4. Sean Van Derwood (Hon); 5. Bryan Donley (Suz).

Terrific turnout at Kenworthy's amateur MX

By Rupert X. Pellett

TROY, OH, JULY 25

Saturday's pre-National amateur motocross races at Kenworthy's GP Club continued to exceed previous years' record turnouts, as almost 900 racers appeared at this western Ohio facility for the chance to ride this challenging track.

Friday's amateur practice was followed by a one-moto format on Saturday to accommodate the afternoon's Pro practice, though the lengthy races on the obstacle-infested circuit seemed to fill everyone's need for speed. Team Green's Jeff Gibson added to his reputation as one of the Nation's hottest amateurs: The 16-year-old sensation from Westerville was absolutely spectacular in both A classes, where he took flight over Troy's massive jumps to dominate both the 125cc and 250cc races.

In the 250cc class, he followed Mark Burkhart before making the pass to take the lead on the third lap, and in the 125cc race he would allow Chuck Reed to be the front man for a couple of laps before taking over. Michigan's Randy Valade would run strong in the 125cc division, finishing third in the moto behind Reed in a warmup for Sunday's Pro race.

Another standout in the full-gate A motos was Hamilton, Ohio's Brad Strunk: The Beechmont Motorsports-sponsored racer was on the gas hard on his Hondas, eventually taking third in the 250cc race and fourth in the 125cc contest. Strunk would qualify and ride in Sunday's Pro National as well.

The B classes were also stacked with talent. With three full heats of both the 125cc and 250cc Intermediate divisions, the racing was top-level throughout the day. Kentucky's Ben Riddle was unstoppable and overpowering in his heats, as the Team Green racer easily won his races on this technical course, taking the Group 1 races in both B classes. F&S Suzuki's Jon Schmitz has

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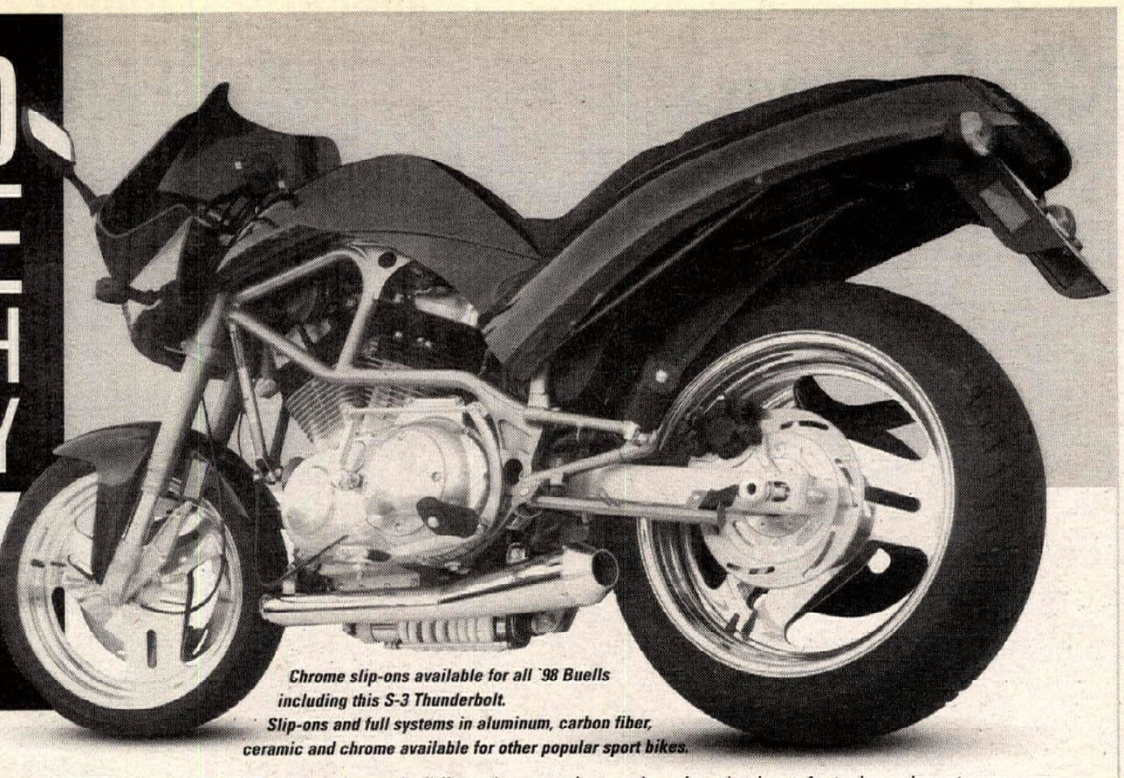

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(Above) Kevin Walker rails a deep Birch Creek Motorsports Park berm on his way to one of his six moto wins in three classes at round seven of the Ballzee Grand Championships in Danville, Virginia.
(Left) Doug Stewart (55) leads the way in the Senior main event at the VDTRA race at the Oklahoma City Fairgrounds Speedway. Bill Snyder (4), J.C. Clark (54), Jeff Garlach Sr. (53G) and David Barkley (61) give chase; Snyder won.

mastered the Troy facility, as the local fast-older-guy jumped out to the win in the Group 1 heat of Over 25 action over Suzuki of Greenville's Mike Blair, but Schmitz would have to battle Over 25 Group 2 winner Larry "Sluggo" Gessner in the Over 30 class, in which he would take second behind Indiana's Gessner and his KTM.

Results

50 (4-6): 1. Ryan Ivers (Cob); 2. Devin Burks (Cob); 3. Preston Thomas (KTM); 4. Matthew Stephens (KTM); 5. Chad Bedard (Cob).

50 (7-8): 1. Axl Moler (Cob); 2. Kris Nelson (Cob); 3. Damon Bauer (Lem); 4. Scottie Colburn (Cob); 5. Tony Gallo (KTM).

80 (7-11): 1. Lance Hollister (Kaw); 2. Fred Karrle (Yam); 3. James Lang (Hon); 4. Casey Johnson (Hon); 5. Chris Robertson (Suz).

65 1: 1. Allen Rossi (Kaw); 2. Aaron Kline (Kaw); 3. Anthony Bond (Kaw); 4. Charles Ivey (Kaw); 5. Jacob Meade (Kaw).

65 2: 1. Tyler Bowers (Kaw); 2. Pat Massie (Kaw); 3. Tanner Reed (Kaw); 4. Broc Petersen (Kaw); 5. Sammy Isabel (Kaw).

80 (12-15): 1. Willy Browning (Yam); 2. Donnie McGourty (Suz); 3. Michael McGourty (Yam); 4. Robbie Gray (Suz); 5. Jeramy Karshner (Hon).

125 A: 1. Jeff Gibson (Kaw); 2. Chuck Reed (Suz); 3. Randy Valade (Kaw); 4. Brad Strunk (Hon); 5. Josh Steel (Kaw).

125 B 1: 1. Ben Riddle (Kaw); 2. Mike Campbell (Kaw); 3. J.R. Carter (Suz); 4. Steven Hensley (Hon); 5. Ashley Adams (Kaw).

125 B 2: 1. Mike Mercer (Suz); 2. Trent Heller (Hon); 3. Justin Paris (Suz); 4. Derrick McKinney (Kaw); 5. Chadd Woodrumm (Suz).

125 B 3: 1. Sam Yanitelli (Yam); 2. Hans Neel (Hon); 3. Robert Turley (Suz); 4. Mike Ivers (Yam); 5. Bo Bowman (Suz).

125 C 1: 1. Coy D. Hobgood (Suz); 2. James Lewis (Yam); 3. Robert Finocharro (Hon); 4. Shane Dean (Hon); 5. Justin South (Hon).

125 C 2: 1. Matt Hunt (Hon); 2. Matt Cosma (Suz); 3. Travis Daughty (Suz); 4. Ian Riddle (Kaw); 5. Pete Pena (Yam).

250 A: 1. Jeff Gibson (Kaw); 2. Mark Burkhart (Hon); 3. Bradley Strunk (Hon); 4. Chuck Reed (Suz); 5. Josh Steel (Kaw).

250 B 1: 1. Ben Riddle (Kaw); 2. Richard Ray (Yam); 3. Eric Jannsen (Suz); 4. Nick Nuttle (Yam); 5. Robert Back (Kaw).

250 B 2: 1. Derrick McKinney (Kaw); 2. Shane Jenkins (Suz); 3. Mike Mercer (Suz); 4. Justin Paris (Suz); 5. Matt Ketcheson (Suz).

250 B 3: 1. J.C. Cravens (Yam); 2. Terri Dickerman (Kaw); 3. Marc Bauman (Yam); 4. Bill Patterson (Suz); 5. Jesse Bauer (Suz).

250 C 1: 1. Scott Generke (Suz); 2. Larry Bell (Hon); 3. Timothy Davis (Kaw); 4. Bert Radunz (Kaw); 5. Corey Taylor (Kaw).

250 C 2: 1. Jeff Parson (Kaw); 2. Andrew Metzger (Kaw); 3. Rob Gemmer (Kaw); 4. Tim Garrett (Kaw); 5. Brad Hollander (Kaw).

SCHBY: 1. Michael Campbell (Kaw); 2. J.R. Carter (Suz); 3. Shaun Kuchler (Hon); 4. Jason Wade (Hon); 5. Paul Kissig (Suz).

16-24 1: 1. Richard Ray (Yam); 2. Trent Heller (Hon); 3. Jay Palmer (Suz); 4. Jamie Smith (Suz); 5. Ryan Tow (Kaw).

16-24 2: 1. Brad Strunk (Hon); 2. Derrick McKinney (Kaw); 3. Sam Yanitelli (Yam); 4. Hans Neel (Hon); 5. Steven Richards (Suz).

25+ 1: 1. Jon Schmitz (Suz); 2. Mike Blair (Suz); 3. Eric McHatton (Suz); 4. Steve Hensley (Suz); 5. Robert Goldsen (Hon).

25+ 2: 1. Larry Gessner (KTM); 2. Shane Jenkins (Suz); 3. Mike Hogan (Hon); 4. Mark Roop (KTM); 5. Richard Robinson (Hon).

30+ 1: 1. Robert Mandy (Yam); 2. Eric McHatton (Suz); 3. Jere Pope (Kaw); 4. Marc Bauman (Kaw); 5. Gary Peak (Kaw).

30+ 2: 1. Larry Gessner (KTM); 2. Jon Schmitz (Suz); 3. Mike Hogan (Hon); 4. Richard Robinson (Hon); 5. Van Moore (Hon).

Fike tops at OK City half mile

By Mike Zbrozek
Photo by Dan Mahony

OKLAHOMA CITY, OK, JULY 19

John Fike's chances for a repeat Pro Masters Championship gained momentum at the seventh annual VDTRA Randy Cleek Memorial race at the Oklahoma City Fairgrounds track when he motored his BSA twin to a flag-to-flag victory in the main event.

Fike's ride seemed effortless as he drove to the front of the 13-strong pack and remained there, unchallenged in the eight-lap event. Behind Fike, Danny Hammond worked his Yamaha to stay in front of Pro-Masters point leader Johnny Isaacs for the first couple of laps, losing Isaacs on lap three as his BSA faltered, dropping him from contention. Taking immediate advantage of the vacancy in third was Harley XR rider Gerald Jessup. Jessup was riding only a wheel back when Isaacs pulled to the high side to let everyone by in turn three. Coming up on Jessup, however, was the Yamaha of Bill Snyder, who was sizing up Jessup's line with each lap, looking for an opportunity. That chance came as Jessup rounded turn two of lap four when Snyder rolled by the big Harley onto the back straight into third place. Behind Jessup, Bill Burr sped his BSA around John Jeffries for fifth, leaving Jessup, Snyder and Hammond ahead of him as Fike crossed the line for the win.

In the hard-fought Pro-Twin class, Roeder H-D/ Jones H-D/ Harley XR rider Steve Nichols led the full field into turn one from the start, with seven or more riders accelerating on his rear end. As he crossed the midpoint of turn two, Nichols' bike went down - then another bike, then two more followed him up to the hay bales. With his handlebars bent too badly to continue, Nichols took the long ride on the shag truck to the pits as the field rolled back to the line for a complete restart. This time the entire field shuffled through one and two cleanly, with Kurtis Taylor taking the lead over Dale Jones, Bill Snyder and John Fike, all running in close pursuit. By lap two, Jones had worked his Norton past Taylor into the lead as Mark Gibson and John Fike displaced Snyder, moving to third and fourth. On the third lap, Jack Donald brought out the yellow flag as he dug his case into turn three, sending himself to the bales a second time (including the start). Gibson made the best of the situation, darting by both Taylor and Jones to lead lap three and beginning to pull away. Fike, too, rode by Taylor into third, while Snyder tightened his grip on fifth. Frank Bardaro and Mike Mendenhall continued their race-long contest for sixth. As Gibson crossed the line for the win, Jones, Fike, Taylor and Snyder followed, filling out the top five as Bardaro wrestled by Mendenhall for sixth.

Results

SR: 1. Bill Snyder (Yam); 2. Doug Stewart (Duc); 3. Earl E. Smith (Yam); 4. J.C. Clark (Yam); 5. David Barkley (Yam).

MSTR AM: 1. Jerry Hinds (Yam); 2. Warren Adams (Tri); 3. Frank Guinn (Yam); 4. Charlie Raper (Yam); 5. Dan Deubler (Bul).

250 AM: 1. Dan Deubler (Bul); 2. Mark Gatlin (Oss); 3. James Taylor (Yam); 4. Dennis Hoffman (Bul); 5. Roy Haines (Bul).

600 AM: 1. J.R. McNamara (Yam); 2. Earl E. Smith (Yam); 3. Jeff Garlach Sr. (Yam); 4. J.C. Clark (Yam); 5. Glenn McNamara (Yam).

OPEN TW AM: 1. Ken Slota (Tri); 2. Bill Stephens (Tri); 3. Rocky Curry (BSA); 4. Earl E. Smith (Yam); 5. Fred Schmitt (Hon).

TRPHY DSH/OPEN TW AM: 1. Ken Slota (Tri); 2. Rocky Curry (BSA); 3. Bill Stephens (Tri); 4. Earl E. Smith (Yam); 5. Jerry Hinds (Yam).

PRO-MSTR: 1. John Fike (BSA); 2. Dan Hammond (Yam); 3. Bill Snyder (Yam); 4. Gerald Jessup (Hon); 5. Bill Burr (BSA).

PRO-600: 1. Steve Nichols (Yam); 2. Johnny Isaacs (BSA); 3. Roger Sterling (BSA); 4. John Fike (BSA); 5. Jac Donald (Yam).

OPEN PRO-TW: 1. Mark Gibson (Tri); 2. Dale Jones (Nor); 3. John Fike (BSA); 4. Kurtis Taylor (Yam); 5. Bill Snyder (Yam).

Buehl wins big at Hilliard Fair Motocross

By Rupert X Pellett

HILLIARD, OH, JULY 18

Tuf Racing-sponsored Honda rider Jeromy Buehl scooped up a little cash at the Hilliard Fair motocross, the London, Ohio-based arenacross star charging hard to take both main-event wins over local racer Craig Billingsley at this suburban Columbus county fair. Promoter Tab Thompson has condensed his American Motosports Fair race series into one-moto formats, enabling racers to enjoy the thrills of the fair after a 10-lap moto.

Buehl's commanding presence in the 125cc and 250cc Pro classes were not without challenge. Motorcycle Parts 'N' Service-sponsored Craig Billingsley was spectacular on his Yamahas, as the talented rider rode hard in both motos to keep Buehl in sight and was seemingly the only Pro able to ride at Buehl's pace. Radnor's Craig Clements - also Yamaha-mounted - rode well to finish third in the 250cc class and fourth in the 125s.

Over 40 racer Bill Reiss was back in action at Hilliard. The Honda rider quickly dispatched the rest of the field to take the win in that class.

Results

65: 1. Zach Ames (KTM); 2. Corey Anthony (Kaw); 3. Tommy Pellett (Kaw); 4. Mike Roberts (Kaw); 5. Ryan Allbaugh (Kaw).

80 (7-11): 1. Jared Grabiel (Suz); 2. Zach Ames (KTM); 3. Tyler Bowers (Kaw); 4. Carl Custard (Hon); 5. Mike Roberts (Kaw).

125 PRO: 1. Jeromy Buehl (Hon); 2. Craig Billingsley (Yam); 3. Todd Mouser (Suz); 4. Craig Clements (Yam); 5. Scott Kuchler (Hon).

125 B: 1. David Rife (Kaw); 2. Tony Robinson (Kaw); 3. Josh Hamilton (Suz); 4. Trevor Moriva (Kaw); 5. Harold Goings (Kaw).

250 PRO: 1. Jeromy Buehl (Hon); 2. Craig Billingsley (Yam); 3. Craig Clements (Yam); 4. Todd Mouser (Suz).

250 B: 1. Adam Smith (Hon); 2. Brian Duston (Yam); 3. Jim Witteman (Hon); 4. Dan Jones (Kaw); 5. Ken Thomas (Hon).

30+: 1. Richard Robinson (Hon); 2. Ed Moore (Hon); 3. Richard Custard (Hon); 4. Bill Reiss (Hon); 5. Richard Spangler (Kaw).

40+: 1. Bill Reiss (Hon); 2. Mark Ryan (Hon); 3. Kevin Haydocy (Yam); 4. Virgil Knox (Yam).

Walker waxes Birch Creek MX

By Jay and Sharon Hauser

DANVILLE, VA, JULY 26

Kevin Walker had a few things on his agenda when he rolled through the gates for round seven of the Ballzee Grand Championship Series. One, of course, was winning - and win he did, taking the overall in the Over 25, 125cc and 250cc A classes, cashing in handily with the guaranteed $1000 purse. But the YZ400 rider was also warming up for the East Coast Four-Stroke Nationals and AMA Grand Championships that come to Birch Creek in mid-September.

Racers who came to Birch Creek Motorsports Park this weekend lucked out big-time as the weather in the South has been hot and dry of late, but rain fell just before the race and left the course in great condition.

In order to increase his payday, Walker also brought his YZ125 and proceeded to wax all comers in the 125cc A class on his way to a double moto sweep of the class. Even though Walker may have been long gone, the battle for the other top spots was anything but a cakewalk, as Mark Wagner pitted his Sitec Racing YZ against Suzuki-mounted local Alan Alford. Alford had a strong ride going in moto one until a quick soil-sampling excursion slipped him back to fourth and allowed Wagner to move up to second. Another Wagner - Chris (no relation) - also took full advantage and moved up to take third by moto's end, while Donnie Miller pulled in a tight fifth on the heels of Alford.

The second moto was a repeat of the first, with Walker gone and Alford battling with the pair of Wagners. After a long moto of pure determination, Alford finally worked up to Mark Wagner, who was running second. Wagner then returned the favor to Alford: With a quick slide-out, Alford was past and across the line for second. Wagner was quick to recover and he held on to third, which he had to have to get the runner-up spot to Walker on the day, and Alford rounded out the top three.

Results

50 (4-6): 1. Ian Trettel (Cob); 2. Ryan Smith (KTM); 3. Travis Poole (KTM); 4. Donald Newman (KTM); 5. Jamie Pilkington (Yam).

50 (7-8): 1. Devon Pilkington (Cob); 2. C.W. Brim (KTM); 3. Kyle Fitzwater (Cob).

60 (7-9): 1. Devon Pilkington (Kaw); 2. Casey Taylor (Kaw); 3. Clay Willett (Kaw); 4. Ryan Fitzwater (Kaw); 5. Sidney Humphreys (Kaw).

60 (10-11): 1. David Mitchell (Kaw).

80 (7-11): 1. Sam Fitzwater (Suz); 2. Jeb Gaskill (Kaw); 3. Eric Brown (Kaw); 4. Brad Haar (Kaw).

80 (12-15): 1. Isha Wood (Kaw); 2. Jason Bryant (Yam); 3. Joshua Dexter (Yam); 4. Bryan Nickelston (Yam); 5. Cory Gholsen (Yam).

80 D: 1. Ryan Kersey (Hon); 2. Robbie Reynolds (Hon); 3. Lucas Walker (Yam); 4. Toni Moore (Yam).

S/MINI: 1. Isha Wood (Kaw); 2. Cory Gholsen (Yam); 3. Joshua Dexter (Yam); 4. Chris Rose (Hon); 5. Eric Brown (Kaw).

SCHBY: 1. Jason Bryant (Yam); 2. Phillip Shields (KTM); 3. Michael Crickenberge (Yam); 4. Michael Thomas (Kaw); 5. Brandon Watson (Yam).

125 A: 1. Kevin Walker (Yam); 2. Mark Wagner (Yam); 3. Alan Alford (Suz); 4. Chris Wagner (Yam); 5. Donnie Miller (Yam).

125 B: 1. Jason LaPlante (Suz); 2. Joshua Wood (Yam); 3. Stephen Benoy (Yam).

125 C: 1. Matthew Colbert (Hon); 2. Jeff Winstead (Yam); 3. Travis Powers (Hon); 4. Aaron Benfield (Kaw); 5. Robbie Poole (Hon).

125 D: 1. Todd Frazier (Hon); 2. Heath Hayes (Yam); 3. Lee Pearson (Hon); 4. Chad Lenhart (Hon); 5. Jamie Higham (Kaw).

250 A: 1. Kevin Walker (Yam); 2. Roger Carrico (Hon); 3. Chris Anstead (Yam); 4. Donnie Foster (Yam); 5. Alan Alford (Suz).

250 B: 1. Jason Baldwin (Yam); 2. Jeff Day (Yam); 3. Rick Nelen (Kaw).

250 C: 1. Matthew Howerton (Kaw); 2. Mark Howerton (Yam); 3. Kenneth Hicks (Kaw); 4. Buzzy Hostetter (Hon); 5. Tony Turner (Yam).

250 D: 1. Ronald Jones (Kaw); 2. Kevin Smith (Hon); 3. Marc Hargett (Kaw); 4. Randy White (Kaw); 5. Bruce Hughes (Yam).

25+ A: 1. Kevin Walker (Yam).

25+ B: 1. Brad Proctor (Yam); 2. Kenneth Pruett (Yam); 3. Todd Bennett (Yam); 4. Tommy Jennings (Suz); 5. Russ Pickett (Yam).

25+ C/D: 1. Patrick Fleming (Yam); 2. Jim Ley (Kaw); 3. Kenneth Hicks (Kaw); 4. Joey Anthony (Kaw); 5. Jessie Byrd (Kaw).

30+ A: 1. Chris Wagner (Yam); 2. Tim Mantooth (Yam); 3. Donnie Foster (Yam); 4. Steve Smith (Kaw).

30+ B/C: 1. Todd Marshall (Hon); 2. Russ Pickett (Yam); 3. Tommy Jennings (Suz); 4. Marshall Finch (Kaw); 5. Jerry Robertson (Kaw).

35+: 1. Sonny Mitchell (Suz); 2. William Hobson (Yam); 3. Barry Nelson (Hon); 4. Greg Cykoos (Suz); 5. Donnie Foster (Yam).

40+: 1. Sonny Mitchell (Suz); 2. Steve Genter (Suz); 3. Joseph Ogle (Suz); 4.Greg Driscoll (Suz); 5. Mark Smith (Suz).

OPEN/4-STRK: 1. Todd Bennett (Yam); 2. Tim Mantooth (Yam); 3. Michael Curry (Yam); 4. Lester Cragan (Yam); 5. Tom Haar (Hon).

U/L: 1. Jason Baldwin (Yam); 2. Jason LaPlante (Suz); 3. Jeff Winstead (Yam); 4. Aaron Benfield (Kaw); 5. Joshua Wood (Yam).

Bell, Aaron trade trials in Duluth National

By C.M. Makynen

DULUTH, MN, AUG. 1-2

Ryon Bell and Geoff Aaron swapped wins in rounds eight and nine of the AMA/NATC National Trials Championship. Both added fives to their score cards by missing split cards in the rocky woods of Spirit Mountain.

Bell walked away with a convincing win over Aaron at round eight, then handed it right back to the defending National Champion the next day. Aaron's weekend started off badly when he missed a split marker in the very first section, and the four-time champ trailed Bell for the rest of the day.

"It wasn't a very good way to start the day," said Aaron. "You want to come out swinging."

Bell dropped 22 marks to Aaron's 31 on day one.

Ironically, on day two, Bell did exactly the same thing in the 15th section of the first loop, not noticing the last split card.

"I looked up the hill and saw the white ribbon but didn't notice the card - it was stuck down on top of a flat rock, not standing up like the rest of them," Bell said. "I just saw there were two lines and that the one on the right was the easier way to go."

Bell's error proved very costly: At day's end, Aaron and Bell tied with 37 marks, Aaron taking the win with the most cleans. The Saturday victory was Bell's first National win.

Ray Peters, in consistent style, finished third both days. Matt Moore was fourth place on Saturday, while Dennis Sweeten took the spot on Sunday. Rebounding from a serious toe injury sustained at the last National, South African Brian Capper posted fifth-place finishes both days.

As usual, former World Champion Tommi Ahvala was in a class by himself. Ahvala outrode the Champ class with ease, posting daily totals of nine and seven in the Exhibition class. Riding without a minder, and barely glancing at each section before riding through, the famous Finn was poetry in motion. The fact that he has a dream job showed through in his style and his smile.

Notorious for its grueling rainy-day trials, this Spirit Mountain trial basked under sunny skies. This was the first-ever AMA/NATC national round to be held in Duluth, but the venue is a landmark in the Upper Midwest Trials Association circuit. Local club the Northland Motorcycle Riders Association and the City of Duluth's Spirit Mountain have teamed up for a number of years to bring the thrill of trials to northern Minnesota. NMRA president Steve Ahlers pointed out that the scores were low compared to other Nationals.

"Scores tended to be low because the sections were set to be ridable wet, which it often is around here," Ahlers said.

Day two was noticeably more difficult than the first day, with higher marks for most competitors. Each day of the two-day National consisted of three 15-section loops; three of the traps were restricted to the Champ class only. All sections were new on the second day. The only section that remained on the map on both days was section 15, which was transformed overnight from a cakewalk to a rocky nightmare.

Ahlers and his crew like to give the riders some variety.

"The reason we went to the extra effort is that these are two different National rounds - just because the two days are in the same location doesn't mean the sections should be the same," Ahlers said. "And in addition, I'm a glutton for punishment!" CN

Spirit Mountain
Duluth, Minnesota
Results: August 1-2, 1998 (Rounds 8/9)

Saturday

CHAMP: 1. Ryon Bell (Mon); 2. Geoff Aaron (Bet); 3. Raymond Peters (G-G); 4. Matt Moore (Mon); 5. Brian Capper (G-G).

EXHIB: 1. Tommi Ahvala (G-G).

EX/SPTSMN: 1. Mike Young (G-G); 2. David Rohrschneider (Fan); 3. Ian M. Banfield (Mon).

EX: 1. Mark Manniko (G-G); 2. Ron Commo (Bet); 3. Dan Johnson (G-G); 4. Jeff Hursh (Mon); 5. Jason Carpenter.

HS: 1. Andy Johnson (Mon); 2. George J. Smith (Mon); 3. Chris Florin (Mon); 4. Greg Trnka; 5. Keith Wineland.

SPTSMN: 1. Derek Martinson (G-G); 2. Adam Blumhorst (Bet); 3. William Caron (G-G); 4. David Montgomery (Mon); 5. Robert E. Cavanaugh (G-G).

SR 30: 1. Tom Elbert (G-G); 2. Ron Lee (G-G); 3. Gary Shamock; 4. William Stange (Mon); 5. Gregory L. Arrants (G-G).

SR 35+: 1. Dennis Davis; 2. Cary Nason (G-G); 3. Tony Bussing (G-G); 4. Timothy Pritchard (Bet); 5. Keith Dumaine (G-G).

SR 40+: 1. Shan Moore (G-G); 2. Mike Komer (Sco); 3. Joe Shevalier (Sco); 4. Jim Wilder (G-G); 5. Sam Wineland.

SR 45+: 1. James Fox (G-G); 2. Marvin Edgington (G-G); 3. Jonathan Rentschler (Mon).

SR 50+: 1. Larry Lund (G-G); 2. Bob Pick (Bet); 3. Dallas W. Peak (Fan); 4. Jim Watson (G-G); 5. David Bardell (G-G).

SR 55+: 1. Carl Swanson (G-G).

SR 60+: 1. Carl Peters (Sco); 2. Bernie Caron (Bet).

SR 65+: 1. Hawley Slayton (G-G).

WMN: 1. Erika Lund (G-G); 2. Laura Bussing (G-G).

RYAN YOUNG YTH (6): 1. Connor Ahlers; 2. Frank Delgado Jr.

RYAN YOUNG YTH (9): 1. Jordan Young.

RYAN YOUNG YTH (8): 1. Ron Commo III.

RYAN YOUNG YTH (10): 1. Mike Warner; 2. Matt Ahlers.

RYAN YOUNG YTH (11): 1. Mitch Hansen.

RYAN YOUNG YTH (12): 1. Scott Zewers; 2. Eric Trnka; 3. Adam McDonough.

Sunday

CHAMP: 1. Geoff Aaron (Bet); 2. Ryon Bell (Mon); 3. Raymond Peters (G-G); 4. Dennis Sweeten (Mon); 5. Brian Capper (G-G).

EXHIB: 1. Tommi Ahvala (G-G).

EX/SPTSMN: 1. Mike Young (G-G); 2. David Rohrschneider (Fan); 3. Noel Smage; 4. Ian Banfield (Mon).

EX: 1. Mark Manniko (G-G); 2. Dan Johnson (G-G); 3. Jeff Hursh (Mon); 4. Ron Commo (Bet); 5. Michael Helstrom (G-G).

HS: 1. Jesse Wellenstein (G-G); 2. George J. Smith (Mon); 3. Keith Wineland; 4. Brian Trnka (Mon); 5. Greg Trnka.

SPTSMN: 1. Robert Cavanaugh (G-G); 2. William Caron (G-G); 3. Derek Martinson (G-G); 4. David Montgomery (Mon); 5. Adam Blumhorst (Bet).

SR 30+: 1. Tom Elbert (G-G); 2. Ron Lee (G-G); 3. Gary Shamock; 4. William Stange (Mon); 5. Gregory L. Arrants (G-G).

SR 35+: 1. Dennis Davis; 2. Cary Nason (G-G); 3. Anthony Herald (G-G); 4. Keith Dumaine (G-G); 5. Timothy Pritchard (Bet).

SR 40+: 1. Mike Komer (Sco); 2. Shan Moore (G-G); 3. Joe Shevalier (Sco); 4. Jim Wilder (G-G); 5. Sam Wineland.

SR 45+: 1. James Fox (G-G); 2. Marvin Edgington (G-G); 3. Jonathan Rentschler (Mon).

SR 50+: 1. Larry Lund (G-G); 2. Dallas Peak (Fan); 3. Jim Watson (G-G); 4. Bob Pick (Bet); 5. Jess Reed (Mon).

SR 55+: 1. Carl Swanson (G-G).

SR 60+: 1. Carl H. Peters (Sco); 2. Bernie Caron (Bet).

SR 65+: 1. Hawley Slayton (G-G).

WMN: 1. Erika Lund (G-G); 2. Laura Bussing (G-G).

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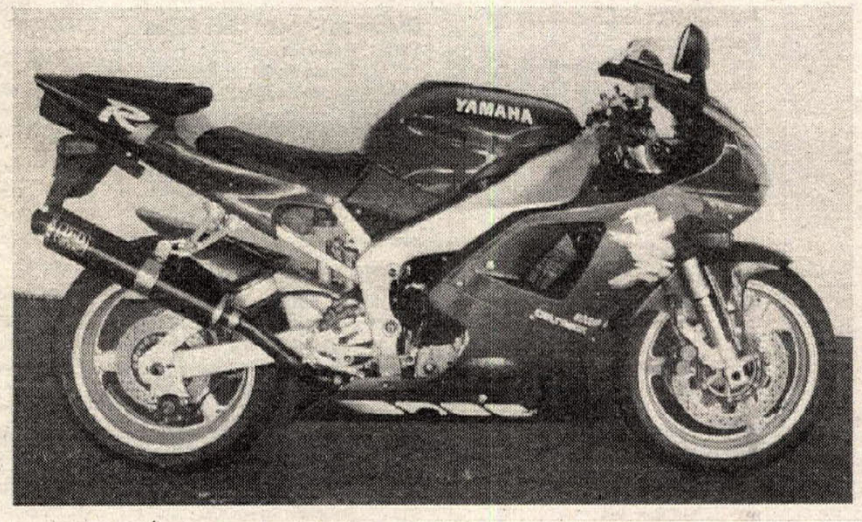

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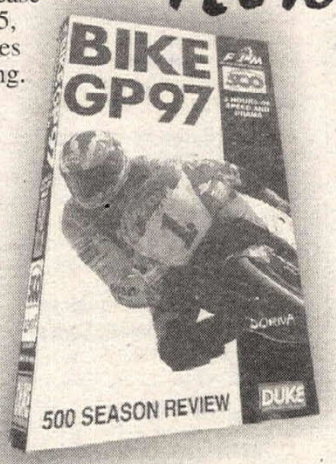

'1997 Bike GP 500 Series Review'

(#1721) Mick Doohan's triumphant run to the 1997 world 500cc championship is brilliantly recorded in the official video 'long' review of the season. Every Grand Prix is covered, with practice highlights and race action from cameras placed at every conceivable vantage point - including on the bikes. For those who appreciate the skill of the riders, these on-bike shots are the highlight of the video. If you haven't seen the view from the front of Doohan's bike, you don't know just how far a modern 500 will lean over. See other great riders: Criville, Checa, Cadalora, Okada, and Aoki. Colorful, exciting and comprehensive, 'Bike GP 97 - 500' is the best possible way for race fans to recapture the excitement of the last season while looking forward to the next.

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
8/23 Brno, Czech Republic, Rnd 10
9/6 Imola, Italy, Rnd 11
9/20 Catalunya, Spain, Rnd 12
10/4 Phillip Island, Australia, Rnd 13
10/18 Nelson Piquet, Brazil, Rnd 14
10/25 Buenos Aires, Argentina, Rnd 15

World Superbike Championship Series
8/30 A-1 Ring, Austria, Rnd 10
9/6 Assen, Holland, Rnd 11
9/27 Sentul, Indonesia, Rnd 12
10/4 Sugo, Japan, Rnd 13
10/11 Shah Alam, Malaysia, Rnd 14

World Endurance Championship
9/13 Le Castellet, France, Rnd 5

World Trial Championship
8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations
9/20 Valmalenco, Italy

World 125cc Motocross C'ship
8/23 Bielstein, Germany, Rnd 12

World 250cc Motocross C'ship
8/16 Mol, Belgium, Rnd 13
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

World 500cc Motocross C'ship
8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6

AMA/MBNA Superbike Series
9/4-6 Fountain, CO, Rnd 12
10/2-4 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA National MX Series
8/16 Millville, MN, Rnd 10
8/30 Binghamton, NY, Rnd 11
9/6 Delmont, PA, Rnd 12

AMA National Hare Scrambles Series
9/13 Millfield, OH, Rnd 6
9/20 Park Hills, MO, Rnd 7
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA National Hare and Hound Series
9/12 Wells, NV
9/27 Yerington, NV
10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA Grand National Cross Country Series
8/30 Fairmont, WV
9/12-13 Millfield, OH
9/26-27 Mount Morris, PA
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
8/16 Dansville, NY, Rnd 8
8/23 Laurelville, OH, Rnd 9
9/13 Steel City, PA, Rnd 10
9/20 Middlebury, IN, Rnd 11
9/27 Jefferson, PA, Rnd 12
10/11 Oregonia, OH, Rnd 13
Info: 614/891-2425

AMA Grand National Championship Series
8/15 East Moline, IL, Rnd 13
8/22 Hagerstown, MD, Rnd 14
8/29 Sedalia, MO, Rnd 15
9/6 Springfield, IL, Rnd 16
9/26 Sacramento, CA, Rnd 17
10/3 Las Vegas, NV, Rnd 18
10/11 Del Mar, CA, Rnd 19
Info: 614/891-2425

AMA Acerbis National Enduro Series
8/23 Indian River, MI
Info: 614/891-2425

AMA/NATC National Championship Trials Series
8/11 Flagstaff, AZ, Rnd 11
Info: 402/435-4146

AMA Western National Four-Stroke MX Series
8/23-24 Ward Creek, WA
9/5-6 Whitney, TX
Info: 530/365-1979

AMA West Coast Flat Track Series
8/22 Bakersfield, CA, Rnd 4
Info: 714/529-6054

AMA Prostar National Drag Racing Series
8/14-16 Indianapolis, IN, Rnd 5
9/11-13 Atco, NJ, Rnd 6
10/10-11 Houston, TX, Rnd 7
11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West Drag Racing Series
8/30 Salt Lake City, UT, Rnd 3
10/17-18 Phoenix, AZ, Rnd 4
Info: 256/852-1101

AMA Sound Of Thunder Amateur Challenge Series
8/23 Ward Creek, WA
Info: 530/365-1979

Ballzee Aggressive Wear Grand C'ship MX Series
8/23 Danville, VA
9/19 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
8/30 Dillwyn, VA
9/6 Reidsville, NC
9/13 Elizabeth City, NC
9/19 Danville, VA
9/27 Sanford, VA
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
8/30 Altair, TX
10/11 Altair, TX
11/8 Rathmann, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
9/6 London, KY
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series
8/30 Iron Station, NC
9/20 Columbus, NC
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Sheltowee Series
8/15 Leitchfield, KY
8/22 London, KY
9/5-6 London, KY
9/26-27 Dollywood, TN
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four-Stroke National
9/19-20 Danville, VA
9/26-27 Buchanan, MI
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 25 Four Corners Motocross
8/16 Mesa Verde, CO
9/5 Mesa Verde, CO
9/6 Mesa Verde, CO
9/27 Aztec, NM
10/11 Aztec, NM
Info: 970/533-9747 or 505/325-4195

AMA District 14 Vintage Motocross State C'ship Series
8/16 Midland, MI
9/5-6 Coldwater, MI
9/19-20 Bloomingdale, MI
9/27 Millington, MI
10/4 Millington, MI
10/18 Buchanan, MI
Info: 248/305-8783

AMA/District 36 Vintage Dirt Track Championship Series
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track C'ship Series
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series
10/4 Long Barn, CA, Rnd 6
10/11 Redding, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 27 Dirt Track Series
8/14-15 Spokane, WA
8/15 Rainier, WA
8/16 McCleary, WA
8/22-23 McCleary, WA
8/28-29 Castle Rock, WA
9/3-6 Castle Rock, WA
9/12 Rainier, WA
9/13 McCleary, WA
9/19 Auburn Mile, WA
9/19 Hannegan, WA
9/20 McCleary, WA
9/26 Rainier, WA
10/17 Elma, WA
11/27 Elma, WA
Info: 253/845-8166

AMA/District 34 Family Motocross Series
8/16 Walkill, NY
8/23 Modena, NY
8/30 Monticello, NY
9/6 Modena, NY
9/13 Claverack, NY
9/20 Modena, NY
9/27 Walkill, NY
10/4 Modena, NY
10/11 Modena, NY
10/18 Walkill, NY
10/25 Modena, NY
11/1 Modena, NY
Info: 518/828-6149

AMA/District 36 Family Enduro Series
11/14 Foresthill, CA, Rnd 4
11/22 Stonyford, CA, Rnd 5
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series
8/29-30 Bass Lake, CA
9/12-13 Sequoia National Forest
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/Galpin Ford California Dual Sport Series
10/31-11/1 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series
10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38 Flat Track Series
8/15 Temecula, CA
9/19 Temecula, CA
10/10 Del Mar, CA
10/17 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA Hot Shoe Series
8/16 Spokane, WA
8/28 Greenville, OH
9/4 Castle Rock, WA
9/5 Castle Rock, WA
9/5 Springfield, IL
Info: 614/891-2425

AMA Pacific Northwest Championship Series
8/16 Ward Creek, WA
8/23 Washougal, WA
Info: 541/673-1671

AMA GFTL Semi-Pro Dirt Track Series
8/22 Danielsville, GA, Rnd 7
9/11 Greenville, SC Semi-Pro
9/12 Greenville, SC Pro-Am
9/26 Danielsville, GA, Rnd 9
10/24-25 McRae, GA, Rnd 10
11/21 Danielsville, GA, Charity Race
Info: 770/962-7888 or 770/339-3997

AMA/WML Outdoor National Motocross Series
8/29 Binghampton, NY
8/30 Binghampton, NY
Info: 949/837-2206

Checkered Flag Dirt Track Series
10/10 Danielsville, GA
11/7 Danielsville, GA
Info: 770/962-7888 or 770/339-3997

AHRMA Progressive Suspension Historic Cup Series
8/22-23 Braselton, GA
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/ Sound Of Thunder Series
8/22-23 Braselton, GA
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series
8/15 Southwick, MA
8/29 Tyler, TX
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
8/21 Lavonia, GA
8/29 Athens, OH
9/4 Castle Rock, WA
9/16 Hayden, CO
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series
8/16 Norden, CA
8/23 Braselton, GA
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

AHRMA Dixie Cup Road Race Series
8/22-23 Braselton, GA
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Midwest Regional Motocross Series
8/22 Belding, MI
9/5 Linnville, OH
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA/El Dorado Cycle Midwest Trials Series
9/13 Marshfield, MO
10/10 White City, IL
10/25 Park Hills, MO
Info: 417/859-4158

AHRMA Northeast Regional Hare Scrambles Series
9/20 Plymouth, PA
Info: 717/675-1814

AHRMA Northeast Regional Motocross Series
8/15 Southwick, MA
8/23 TBA
9/6 Englishtown, NJ
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional Motocross Series
8/15 Soda Springs, CA
8/23 Chehalis, WA
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA/European Dirt Rocky Mountain Regional MX Series
8/23 Johnstown, CO
9/20 Craig, CO
9/27 Berthoud, CO
Info: 970/879-6651

AHRMA/European Dirt Rocky Mountain Regional Trials Series
8/23 Johnstown, CO
9/27 Berthoud, CO
Info: 303/629-3069

H&H KTM Southeast GP Series
8/29 Macon, GA
9/13 Sale Creek, TN
9/26 Macon, GA
Info: 770/986-3213

AHRMA Southeast Dixie Series
8/23 Monroe, GA
11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southeast Regional Motocross Series
10/11 Reddick, FL
Info: 770/986-3213

AHRMA Southeast Regional Trials Series
8/23 Braselton, GA
10/3 Millersville, AL
Info: 334/826-1969

AHRMA Southwest Regional Motocross Series
9/27 Carlsbad, CA
11/8 Tulare, CA
11/22 TBA
Info: 909/929-6772

AHRMA Vintage Iron/Toyota Texas MX Series
8/29 Tyler, TX
Info: 281/679-5764

AHRMA/Western Regional Dirt Track Series
9/7 Lancaster, CA
10/3 Tulare, CA
10/4 Lodi, CA
10/24 Tulare, CA
Info: 818/992-5343

SERA Enduro Series
9/13 Rockford, AL
9/27 New Augusta, MS
10/11 Odenville, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series
9/6 Fort Polk, LA
9/26 New Augusta, MS
10/TBA Wiggins, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/17 Maplesville, AL
2/7 Odenville, AL
Info: 504/665-0313

CCS/Championship Cup Road Racing Series
Florida Region
8/23 West Palm Beach, FL
9/11-13 Homestead, FL
9/27 West Palm Beach, FL
12/5-6 Homestead, FL*
Southeast Region
8/28-30 Braselton, GA
9/5-6 Bloomingdale, GA
9/19-20 Braselton, GA
Mid-Atlantic Region
8/29-30 Summit Point, WV*
9/19-20 Braselton, GA
Northeast Region
9/12-13 Loudon, NH
10/3-4 Loudon, NH
Great Lakes Region
8/22-23 Grattan, MI*
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Midwest Region
8/29-30 Brainerd, MN
9/5-6 Beloit, IL*
Great Plains Region
8/15-16 Topeka, KS
8/29-30 Brainerd, MN
Southwest Region
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ*
California Region
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA*

CCS Race of Champions
10/28-11/1 Daytona Beach, FL
Info: 828/684-4297

North American Sport Bike
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
9/11-13 Homestead, FL
Info: 828/684-4297

WERA National Endurance Series
8/22 Mount Meridian, IN
9/19 College Station, TX
10/16 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Nat'l Challenge Series
8/22-23 Mount Meridian, IN
9/18-20 College Station, TX
10/14-18 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Vintage Series
8/15-16 South Haven, MI
8/22-23 Talladega, AL
8/29-30 Hallet, OK
9/5-6 Garrettsville, OH*
9/12-13 Grattan, MI*
9/12-13 Summit Point, WV
9/19-20 Faulkville, GA
9/18-20 College Station, TX
9/26-27 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

WERA Sportsman Series
North Central
8/15-16 South Haven, MI
8/22-23 Mount Meridian, IN
9/12-13 Grattan, MI
9/26-27 Mount Meridian, IN
Northeast
9/5-6 Garrettsville, OH
9/12-13 Summit Point, WV
Mid-Central
8/22-23 Talladega, AL
8/29-30 Hallet, OK
South Central
8/29-30 Hallet, OK
9/18-20 College Station, TX
Southeast
8/22-23 Talladega, AL
9/19-20 Faulkville, GA
Info: 770/924-8404 or www.wera.com

ECEA C'ship Enduro Series
8/16 Speedsville, NY
8/30 Mauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 New Lisbon, NJ
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
8/23 Stanhope, NJ
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

Great Lakes Road Racing Association Series
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info: 616/458-5888

Formula USA Road Racing Series
8/28-30 Pocono, PA
Info: 530/582-1061

USCRA Vintage Road Race Series
8/14-16 Loudon, NH
8/21-23 Mosport, Ontario, Canada
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Over The Hill Gang National Series
9/12-13 Hollister Hills, CA
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Rocky Mountain Motocross Association
Summer Series
8/16 Watkins, CO
8/23 Erie, CO
9/6 Colorado Springs, CO
9/13 Milliken, CO
9/27 Brush, CO
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series
8/22 TBA
9/13 Colorado Springs, CO
9/20 Pueblo, CO
9/27 Colorado Springs, CO
10/4 Berthoud, CO
10/11 TBA

Sports Riders Association of Colorado Supercross Series
8/16 Grand Junction, CO
8/29 TBA
Info: 303/988-7722

Wild West Motocross Series
9/5-6 Salt Lake City or Ogden, UT
Info: 208/887-8695 or 208/236-5383

SD/IAMA Motocross Series
8/23 Trimont, MN
8/30 Armstrong, IA
9/20 Yankton, SD
9/27 Sioux Falls, SD
Info: 605/665-3512

Alabama State Championship Motocross Series
9/6 Chandler Mountain, AL
9/12 Kilpatrick, AL
9/19 Ironman, AL
10/4 Chandler Mountain, AL
10/10 Kilpatrick, AL
10/17 Ironman, AL
Info: 205/681-8317 or 205/663-0963 or 205/561-3495

Sunshine State MX Championship Series
8/16 Orlando, FL, Rnd 18
8/23 Reddick, FL, Rnd 19
8/30 Dade City, FL, Rnd 20
9/6 Ona, FL, Rnd 21
9/13 Orlando, FL, Rnd 22
Info: 352/242-2605

District 11/Buckeye State Motocross C'ship Series
8/30 Troy, OH
9/7 McArthur, OH
9/13 Frankfort, OH
9/27 Sugar Grove, OH
Info: 614/740 323-3489 or www.perfpowersports.com

KTMXA Motocross Series
8/22 Atwood, TN
8/29 Paris, TN
9/5 Clarksville, TN
9/19 Paris, TN
9/26 Paris, TN
10/3 Murray, KY
10/11 Milan, TN
Info: 901/642-0511

Tennessee State Arenacross Championship Series
8/29 Paris, TN
9/12 Dyersburg, TN
9/19 Paris, TN
9/26 Paris, TN
10/10 Paris, TN
10/17 Jackson, TN
10/24 Paris, TN
Info: 901/642-0511

Tennessee Fall Motocross Championship Series
8/16 Hohenwald, TN, Rnd 2
8/21 Pulaski, TN, Rnd 3
8/27 Hohenwald, TN, Rnd 4
9/5 Columbia, TN, Rnd 5
9/13 Hohenwald, TN, Rnd 6
10/3-4 Lawrenceburg, TN, Rnds 7 & 8
10/24-25 Hohenwald, TN,
Info: 931/796-2298

New England State Motocross Championships
8/16 Southwick, MA
8/23 Middleboro, MA
9/6-7 Greene, ME
9/13 Southwick, MA
9/20 Central Village, CT
9/26-27 Greene, ME
10/4 Middleboro, MA
10/11 Southwick, MA
10/18 Middleboro, MA
10/25 Southwick, MA
11/1 Middleboro, MA
Info: 617/982-4307

Moriarty MX Series C'ships
8/23 Moriarty, NM
9/20 Moriarty, NM
10/17 Moriarty, NM
10/18 Moriarty, NM
Info: 505/888-7312

MARS Motorcycle Asphalt Racing Series
9/18 Asheville, NC
10/17 Hampton, VA
Info: 803/626-7959

Northeast Pro Flat Track Series
8/21 Agawam, MA
8/23 Stafford Springs, CT
Info: 978/874-1732

New England Dirt Track Series
8/15 East Lempster, NH
8/29 Bangor, ME
8/30 Bangor, ME
9/26 East Lempster, NH
10/10 East Lempster, NH
Info: 978/874-1732

Victory/Polaris Iowa Dirt Track Series
8/28 Oskaloosa, IA, Rnd 4
9/7 Bloomfield, IA, Rnd 5
Info: 515/265-8388

New England Trials Association
8/16 Cumberland, RI
9/13 Meriden, CT
9/27 Exeter, RI
10/18 Chepachet, RI
Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

Jackpine Gypsies Short Track Series
8/29 Sturgis, SD
9/12 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies MX Series
8/30 Sturgis, SD
9/13 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies TT Race Series
9/19 Sturgis, SD
Info: 605/347-6022 or gypsies.sturgis-rally.com

NETRA C'ship Enduro Series
9/13 Lee, MA
10/4 Adams, MA
10/18 Chester, CT
11/1 West Stafford, CT
11/15 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
8/23 Union, CT
8/30 Alton, NH
9/6 Uxbridge, MA
9/13 Hoosick, NY
9/20 West Greenwich, RI
10/11 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
8/16 Porters Corner, NY
9/13 North Haverhill, NH
9/20 New Boston, MA
9/27 Wrentham, MA
10/11 Winchendon, MA
10/25 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
8/22 Union, CT
8/29 Alton, NH
9/26 Brimfield, MA
10/10 Assonet, MA
11/7 Winchendon, MA
Info: 860/875-5757

Moose Midwest Enduro Series
8/23 Rockford, IL
9/6 White City, IL
9/13 Winterset, IA
9/27 Fremont, IA
10/25 Springfield Corners, WI
Info: 319/582-4864

IERA Enduro Series
9/13 Winterset, IA
9/20 Castana, IA
9/27 Fremont, IA
10/4 Bartlett, IA
11/1 Morrison, IL
Info: 515/933-4872

IERA Hare Scrambles Series
10/11 Hills, IA
10/18 River Valley, IA
Info: 402/451-5244

MRA Suzuki Tri-State Challenge
10/4 Delta, OH
10/11 Milan, MI
Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series
8/23 Delta, OH
9/20 Delta, OH
10/25 Delta, OH
11/1 Delta, OH
Info: 419/822-3006 or 734/241-1600

Mid-South Summer Hare Scrambles Series
8/30 New Johnsonville, TN
Info: 615/859-0873

Southeastern Trials Riders Association C'Ship Series
8/15-16 Shooting Creek, NC
9/5-6 Cookeville, TN
9/19-20 Gadsden, AL
10/3-4 Millerville, AL
10/24-25 Sequatchie, TN
11/14-15 Cumming, GA
Info: 423/942-8688

Trials Incorporated Championship Series
8/23 Dayton, OH
9/19-20 Columbus, IN
10/11 Dayton, OH
11/14 TBA
Info: 937/299-1501

Mid-East Hare Scrambles Series
8/16 Greer, SC
9/6 Morganton, NC
9/20 Lancaster, SC
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

NYS Off-Road Grand Prix Championship Series
9/6 Hamburg, NY
9/13 Hamburg, NY
9/20 Hamburg, NY
9/27 Hamburg, NY
Info: 716/825-8720

Branson USA Motocross Championships
9/25-27 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series
8/23 Rosarito, Baja California
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

CMA Little Okie Summer Series
8/14 Madera, CA
8/21 Madera, CA
8/28 Madera, CA
Info: 209/673-8080

CMA Bounty Hunter Series
8/15 Los Banos, CA
8/22 Los Banos, CA
8/29 Los Banos, CA
Info: 209/673-8080

Rocky Mountain Enduro Circuit
8/23 Taos, NM
9/13 Gunnison, CO
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series
9/13 Little Rock, AR
9/27 Tulsa, OK
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
9/13 New Waverly, TX
9/27 Cloudcroft, NM
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma Cross Country Series
8/23 Pooleville, OK
9/6 Stillwater, OK
9/27 Cogar, OK
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series
8/15-16 Truckee, CA
9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

FDTRA Championship Dirt Track Series
8/15 Orlando, FL
8/29 Orlando, FL
Info: 407/869-5388

Missouri Hare Scrambles Championship Series
8/23 Diamond, MO
9/13 Smithville, MO
9/20 Park Hills, MO
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing Dirt Track Series
8/30 Tulsa, OK
9/27 Tulsa, OK
10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

International Old-Timers Motocross Series
8/15-16 Truisons, WA
9/5-6 Fernley, NV
Info: 253/840-0466 or www.seanet.com/~russr

Sunshine State MX Championship Series
8/16 Orlando, FL

FIVE OAKS MOTORCROSS

AMA SANCTIONED

Sale Creek, TN
Presents
1st Annual Southeast Mini National

Saturday August 29th & 30th

Classes
50cc 4-6
50cc 7-8
60cc 6-9
80cc Jr. Mini 7-11
80cc Sr. Mini 12-15

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CONCESSIONS
CLEAN FACILITIES
RACING IN A
FAMILY CHRISTIAN ATMOSPHERE
NO DRUGS OR ALCOHOL ALLOWED
TRACK WELL MAINTAINED

EVENT TIMES

GATE OPENS	10:00 AM EST
SIGN UP BEGINS	11:00 AM EST
PRACTICE	12:00 PM EST
RACE	1:00 PM EST

From Memphis/Nashville:
I East to 27 South to Sale Creek
Watch for Leggett Road & follow Signs

From Atlanta:
1-75 North to 153 North to 27 to Sale Creek
Watch for Legget Road & follow signs

From Knoxville:
40 West to 27 South to Sale Creek
Watch for Leggett Road & follow signs

ENTRY FEES
TRACK ADMISSION $10.00
RACE BOTH DAYS $40.00

FOR INFO: CALL (423) 332-9092

Local Motels: Dayton Lodge (423) 795-4107 Days Inn (423) 775-9718 Kelleys (423) 795-1181

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A&A Racing

ROTAX

Saddlemen

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600cc Pro-Sport/Amateur
& 750cc Modern Vintage

Van Leeuwen Enterprises Inc.

SAT. NIGHT • AUG. 22nd, 8pm

(760) AND 728-1707 RACING FRAMES

Gates Open 5 p.m. | Race Track 805-393-3373 | Info/Entries 714-529-6054 | GENE ROMERO PROMOTIONS

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"Blue Lakes Ride"
August 29 & 30
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NEVADA Sept. 18-20 limited entries

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SATURDAY NIGHT RACING MAR-OCT
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On RAMONA EXPY 3 miles east of I-215
At the LAKE PERRIS FAIR GROUNDS
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TUES& THURS 4:30 - 9:30PM
SAT 9AM - 2PM
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Bleachers, Lights, Food and Great Racing!
Gates open - 3:30
Practice - 5:00
Race start - 6:00
3miles north of Magic Mtn
Exit Lake Hughes Rd - Right
½ mile to Ridge Route - Left
¼ mile to entrance on right
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Thur., Aug. 13 MX Practice 8:00am till DUSK
Fri., Aug. 14 IMS STADIUMCROSS Practice 6:00 Race 7:30
Sat., Aug. 15 MX Practice 8:00am till 2pm
Sun., Aug. 16 Off Road Car, Truck, & ATV Racing
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UPS Daily

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

8/23 Reddick, FL
8/30 Dade City, FL
9/6 Ona, FL
9/13 Orlando, FL
Info: 352/242-2605

CMRRA 50cc/125cc C'ship Road Race Series
8/23 Riverside, CA
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11
12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRRA Road Racing Series
8/14-16 Donner Ski Ranch, CA
9/12-13 Sacramento, CA
10/3-4 Sacramento, CA
10/31-11/1 Sacramento, CA
Info: 916/722-5517

Vintage Iron/Toyota Texas/ AHRMA Spring MX Series
8/29 Tyler, TX
Info: 281/679-5764

CMC Sunstar Trans-Cal Motocross Nationals
South
9/13 Devore, CA, Rnd 1
9/20 Victorville, CA, Rnd 2
10/4 Palmdale, CA, Rnd 3
10/11 San Jacinto, CA, Rnd 4
North
8/22 Marysville, CA, Rnd 1
8/30 Carson City, NV, Rnd 2
9/6 Hollister, CA, Rnd 3
9/13 Livermore, CA, Rnd 4
Pacific Northwest
8/29 Albany, OR, Rnd 1
8/30 Albany, OR, Rnd 2
9/13 Yakima, WA, Rnd 3
Final Showdown
10/24-25 Marysville, CA
Info: 949/367-1141 or SPCMCMX@aol.com

GFI At Night Motocross Series
8/15 Perris, CA
8/22 LACR, CA
8/29 Perris, CA
Info: 909/653-4042

Kansas Motocross C'ships
9/13 Marion, KS
Info: 316/942-6527

KORR Hare Scrambles Championship Series
9/6 Wichita, KS
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series
8/30 Danville, VA
9/6 Pulaski, VA
9/20 Middlebrook, VA
10/4 Martinsville, VA
10/11 Newport News, VA
11/1 Surry, VA
Info: 757/255-4620

KORR Motocross Championship Series
8/22 Wichita, KS
8/30 Hillsboro, KS
9/13 Marion, KS
9/20 Hillsboro, KS
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

Sunflower State Championship Series
9/6 Great Bend, KS
9/20 Lyndon, KS
9/27 Great Bend, KS
10/11 Lyndon, KS
Info: 785/842-8272

MRAN Desert Series
8/23 Hiko, NV
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

Silver State Golden State Motocross Series
8/14 Carson City, NV
8/22 Bishop, NV
9/3 Bishop, NV
Info: 702/267-4392

USRA Desert Series
8/29 Jericho, UT
9/12 Wells, NV
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA Motocross Series
8/22-23 Cedar City, UT
9/19-20 Ogden, UT
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
8/16 Pueblo, CO
8/29-30 Colorado Springs, CO
9/19-20 Steamboat Springs, CO
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
9/6 Dalton, GA
9/20 Bremen, GA
10/4 Macon, GA
10/11 Roberta, GA
10/25 Bremen, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
8/22 Plaster City, CA
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
9/20 Madera, CA
10/4 Madera, CA
10/11 Madera, CA
10/25 Madera, CA
11/1 Madera, CA
11/8 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

Chowchilla Dirt Track Championship Series
8/15 Chowchilla, CA
Info: 209/661-0706

VDTRA National Dirt Track Championship Series
9/19 Muskogee, OK
9/20 Devils Bowl, TX
10/4 Las Vegas, NV
Info: 719/541-2741

Michigan State Fair Supercross Series
8/21 Marshall, MI
8/28 Hudsonville, MI
9/11 Muskegon, MI
9/21 Centerville, MI
Info: 616/652-2292 or 616/924-5778

West Coast Stadiacross Series
10/2-3 Fresno, CA
10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Texas Cross Country Racing Association
8/30 Penelope, TX
9/13 Rocky Ridge, TX
9/27 Gholson, TX
10/11 St. Joe, TX
Info: http://www.tccra.org

Nebraska Cornhusker Motocross Circuit
8/16 Friend, NE
8/23 McCook, NE
8/30 Friend, NE
9/13 Stockton, KS
9/20 Alma, NE
9/27 Douglas, NE
10/4 North Platte, NE
10/11 McCook, NE
10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

AUGUST						
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30	31					

SEPTEMBER						
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OCTOBER						
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18	19	20	21	22	23	24
25	26	27	28	29	30	31

*Denotes Pro Pay back

July 28-Aug 1

OKLAHOMA MOTOCROSS - NMA 23rd annual Grand Nationals of Motocross, Ponca City. Info: 909/657-6834.

Tues, July 28

* NORTH CAROLINA SHORT TRACK - AMA, Pro-Am, 600cc Pro-Sport/Expert, GNC only, FTR, Charlotte Motor Speedway, Concord. Info: 219/486-7172.

July 30-31

* WASHINGTON MOTOCROSS - AMA, AM Days, Washougal MX Park, Washougal. Info: 541/673-1671.

Thur, July 30

IOWA HALF MILE - Unlimited Promotions, Rnd 3, Southern Iowa Fair, Oskaloosa. Info: 515/265-8388.

Fri, July 31

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - A.V. Stadium Cross Night Series, Lancaster. Info: 805/942-6040.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

OHIO MOTOCROSS - Blendzall Night, Malvern Motocross Park, Night Race, Malvern. Info: 330/262-4945.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Entertainment, Pro-Challenge Series, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

Aug 14-15

WASHINGTON HALF MILE - AMA, District 27, Dirt Track Series, Spokane. Info: 425/745-4010.

Aug 14-16

CALIFORNIA MOTORCYCLE EVENT - Donner Ski Ranch, first annual Old Highway 40 Motorcycle Days, will feature 12 different motorcycling events, Norden. Info: 530/426-3635.

Fri, Aug 14

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, 25-lap main event, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA CAR SHOW - Concours Italiano Classic and Exotic Italian Automobiles, Quail Lodge Resort and Golf Club, Carmel. Info: 425/688-1903.

CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA ARENACROSS - Invitational Fair Time Extravaganza, Ukiah Speedway, Redwood Empire Fairgrounds, Ukiah. Info: 707/462-9495 ext.13.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 2, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

NEVADA ARENACROSS - On Trac Events, Silverstate Raceway, Carson City. Info: 702/267-4392.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

WISCONSIN STADIUM MOTOCROSS - AMA, Nielsen Entertainment, Free Corn Roast, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 15-16

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 8, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

OHIO MOTOCROSS - District 11, Action Sports Promotions, AMA, Albany. Info: 740/594-6686.

UTAH MOTOCROSS - ZMA, Motocross Cedar Raceway, Cedar. Info: 435/673-0368.

WASHINGTON MOTOCROSS - International Old-Timers MX Association, Woods Creek. Info: 408/379-4639.

Sat, Aug 15

CALIFORNIA ROAD RIDE - Los Angeles Harley Beat The Heat Putt. Info: 562/408-6088.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 8, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Rnd 6, Summer Series, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Saturday Nite Special, Palmdale. Info: 805/272-8889.

CALIFORNIA SHORT TRACK - Budweiser and RS Racing, Chowchilla Fairgrounds, Chowchilla. Info: 209/661-0706.

* CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula Speedway, Vintage, Modern Pros' Classes, Temecula. Info: 619/277-1591.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

* GEORGIA SUPERCROSS - Wings and Wheels, Southeastern Supercross Shoot-Out Series, Bremen Race Park, Bremen. Info: 770/941-8464 or Dirtman23@aol.com.

INDIANA DIRT TRACK - AMA, Semi-Pro, Amateur, Youth, FTR Summer Thunder Series, Noble County Fairgrounds, Kendallville. Info: 219/244-4234.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

* NEW HAMPSHIRE SHORT TRACK - Jolly Roger Motosport Park, East Lempster. Info: 603/863-0008.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Strick Cycle Shop. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Harding's Park Cycle Night. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Sun, Aug 16

CALIFORNIA SUPER TT - Buttonwillow Super TT, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, Semi-Pro with Youth/ATV, Watkins Sports Riders Association, Watkins. Info: 303/271-0190 or 719/473-6723.

COLORADO MOTOCROSS - AMA, High Desert Racing Club, Mesa Verde. Info: 970/533-9747 or 505/325-4195.

COLORADO SUPERCROSS - SRAC, Extreme Promotions, Grand Junction. Info: 303/988-7722 or 303/989-7436.

* COLORADO FLAT TRACK - Harry's Roemers MC, Half Mile Flat Track, El Paso County Fairgrounds, Calhan. Info: 719/541-4023.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

NEW YORK ENDURO - Western New York Off-Road Association, Ithaca Dirt Riders, Speedsville. Info: 607/539-6149.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park Inc., WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HILLCLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

PENNSYLVANIA CHARITY RUN - Gospel Riders, Charity Run at Harleysville Motorcycle Company, Motorcyclists for Jesus. Info: 800/63-V-TWIN or www.angelfire.com/pa/gospelriders.

* PENNSYLVANIA HARE SCRAMBLES - AMA, Hurricane Hills Sports Center, Clifford. Info: 717/222-9290.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Peery's Outdoor MX, Rnd 2, Hohenwald. Info: 931/796-2298.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

* WISCONSIN MOTOCROSS - AMA, District 16, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

WISCONSIN SHORT TRACK - Southeastern Short Trackers Race Promotions, Wilmont Speedway, Wilmont. Info: 847/395-0500 or 414/353-5920.

* WYOMING MOTOCROSS - HPMA/Laramie Dirt Riders, LDR Motocross Park, Laramie. Info: 307/755-5050 or www.tnt-motorsports.com.

Mon, Aug 17

* MISSOURI MOTOCROSS - R.J. Wohlburg Racing, Missouri State Fairgrounds, Sedalia. Info: 660/826-2925.

Wed, Aug 19

* WYOMING MOTOCROSS - Semi-Pro, AMA, Checkered Flag Productions, Wyoming State Fairgrounds, Douglas. Info: 940/683-4742.

* WYOMING FLAT TRACK - Semi-Pro, AMA, Checkered Flag Productions, Wyoming State Fairgrounds, Douglas. Info: 940/683-4742.

Thur, Aug 20

* ILLINOIS FLAT TRACK - Badger Racing Association, Winnebago County Fairgrounds, Pecatonica. Info: 920/699-3387.

Fri, Aug 21

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 3, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

* MASSACHUSETTS SHORT TRACK - Sideways Promotions, Riverside Park Speedway, Agawam. Info: 978/874-1732.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Giles County Agri-Park, Rnd 3, Pulaski. Info: 931/796-2298.

* WISCONSIN STADIUM MOTOCROSS - AMA, Nielsen Entertainment, Pro Challenge Series, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 22-23

NEVADA HARE SCRAMBLES - Cowboys MC, MRAN, Hiko. Info: 702/728-4582.

* OHIO MOTOCROSS - AMA, District 11, Ohio State Fair, Columbus. Info: 740/323-3489.

OREGON ROAD RACE - OMRRA, Sprints and Italian Day, Portland. Info: 503/221-1487.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

WEST VIRGINIA HILLCLIMB - AMA, Jacks Run Hillclimb Club, Ripley. Info: 304/372-2269.

Sat, Aug 22

ALABAMA MOTOCROSS - AMA, Kilpatrick Motocross, Albertville. Info: 256/561-3495.

* ARIZONA MOTOCROSS - Cerbat Moto Sport Club, Kingman, Arizona. Info: 520/757-7438.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 1 North, Riverfront Park, Marysville. Info: 530/695-2727.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 9, LACR, Palmdale. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Harley Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA ARENACROSS - On Trac Events/GSC Racing, Bishop Fairgrounds, Bishop. Info: 760/872-1570.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, GFI/CRC Motocross, Palmdale. Info: 805/272-8889.

FOR SALE

HONDA DIRT TRACKER •PARTS•

American Honda is liquidating the entire inventory of RS600D and RS750D dirt-track parts — everything from crankcases, cylinders, and heads to washers and gaskets. These are the bikes that won five National Championships for Ricky Graham and Bubba Shobert. For a list of inventory and instructions on how to bid, contact:

Brian Uchida
American Honda Motor Co., Inc.
(310) 783-3886

ALL BIDS MUST BE IN BY SEPTEMBER 15!

HONDA Racing

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GFI RACING

GFI at Night

GT Mountain Bike Giveaway
Special Event Sponsor
Hole Shot Awards - Product Giveaways!!!

Aug 15	Round 8	"Troy Lee Night"	Perris
Aug 22	Round 9	"IMS Night"	LACR
Aug 29	Round 10	"Race Tech Night"	Perris*

GFI GT Mt. Bikes Awards Saturday September 6th, 2pm at Glen Helen
* Yamaha Contingency
Call GFI (909) 653-4042

www.cyclenews.com

CYCLE NEWS NEVER COVERS THE RACES IN MY AREA...

DON'T JUST WHINE ABOUT IT - WRITE ABOUT IT!

If you don't see local coverage in Cycle News of events in your area, you can help by becoming a Cycle News contributor.

You write the story (and shoot photos) at your local club and track events, and submit the story to us for publication. We'll even pay you for what we print.

All you have to do is call the Cycle News headquarters at 714 751-7433 (weekdays from 9 a.m. to 5 p.m. P.S.T.; Tuesday thru Friday) and ask for a "contributor kit". We'll send you all the details about how to write local stories for Cycle News.

REMEMBER...
We can't run it if we don't get it!

CYCLE NEWS
America's Weekly Motorcycle Newspaper

DISTRICT 37 AMA

D-#37 Referee
Michelle Cassella
(909) 652-8915

Or For Race Info Only (909) 929-7665

On all off-road events, green stickers & spark arrestors are required. No three wheel ATV's allowed - quad cycles okay. A.M.A. full membership is required. Presence of a parent or legal guardian is required for minors to race.

Competition Schedule

Date	Club	Event
Aug. 22	District 37 @I-15 & Hodge Rd., Barstow, CA Info: Bill or Sandy 909-944-3279	Afternoon Poker Run
Aug. 23	So Cal M.C. "Inferno" @I-15 & Hodge Rd., Barstow, CA Info: John 626-337-4911	Hare Scrambles
Sept. 13	Los Coyotes M.C. @ El Mirage, CA Info: Jim 805-951-7078	Hare Scrambles
Sept. 20	Checkpoint Enduro M.C. @ Pinnacles, Lake Arrowhead, CA Info: Ed 626-287-4269 (7-8pm)	Enduro
Sept. 27	Sunland Shamrocks M.C. @ Teagle Wash, Red Mountain, Ca Info: Paul 805-497-9928	Hare & Hound

Dual Sport Schedule: Info: 818-249-2141 (3,1)

Date	Club	Event
Aug. 29-30	Calif. Trail Rides @ Crane Valley Cmpgd., Bass Lake, CA Info: Larry 714-992-9291	Dual Sport
Sept. 12-13	USA Dual Sport Club @ Kennedy Mdws., Sequoia N.F., CA Info: 818-348-7237	Dual Sport

Dual Sport web site:
www.motorsports-network.com/d37ds

Racing on the Tube

August Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

Date	Time	Event	Network
8/5/98	3:00 PM	New Berlin, NY Motocross (R)	ESPN2
8/6/98	5:30 AM	MW2 Rev It Up (R)	ESPN2
8/6/98	6:30 PM	MotoWorld	ESPN2
8/8/98	1:00 PM	Troy, OH Motocross	ESPN2
8/8/98	6:00 PM	AMA Superbike - Brainerd	Fox
8/8/98	10:00 PM	AMA 750cc Supersport - Brainerd	Speed
8/9/98	8:30 AM	MotoWorld (R)	ESPN2
8/9/98	3:00 PM	AMA 600 Supersport - Route 66 Raceway (Same Day Delay)	Fox
8/9/98	3:00 PM	AMA Superbike - Joliet (Live)	Speed
8/9/98	5:00 PM	Canadian Motocross - Antler Lake	Speed
8/9/98	6:00 PM	Canadian Biker TV	Speed
8/9/98	8:00 PM	FIM World GP 125 - Germany	Speed
8/10/98	4:00 AM	MotoWorld (R)	ESPN2
8/11/98	7:00 PM	Bike Week	Speed
8/11/98	8:00 PM	AMA Formula Extreme - Joliet	Speed
8/13/98	6:30 PM	MotoWorld	ESPN2
8/14/98	9:00 PM	AMA 750cc Supersport - Joliet	Speed
8/15/98	1:00 PM	24 Hours of LeMans	Speed
8/15/98	2:30 PM	Washougal, WA Motocross	ESPN2
8/15/98	4:30 PM	MotoWorld (R)	ESPN2
8/16/98	3:00 AM	Troy, OH Motocross (R)	ESPN2
8/16/98	5:00 PM	AMA Superbike - Route 66 Raceway	Fox
8/16/98	6:00 PM	Canadian Biker TV	Speed
8/16/98	8:00 PM	FIM World Supersport - England	Speed
8/17/98	3:00 AM	MotoWorld (R)	ESPN2
8/18/98	6:30 PM	MW2 Rev It Up	ESPN2
8/18/98	7:00 PM	Bike Week	Speed
8/19/98	5:00 AM	MW2 Rev It Up (R)	ESPN2
8/20/98	6:30 PM	MotoWorld	ESPN2
8/21/98	4:00 PM	Washougal, WA Motocross (R)	ESPN2
8/21/98	10:00 PM	Formula USA MCTV - Portland	Speed
8/21/98	10:30 PM	Formula USA MCTV - Portland	Speed
8/22/98	2:00 PM	MotoWorld (R)	ESPN2
8/23/98	4:00 PM	FIM World GP 500 - Czech (Live)	Speed
8/23/98	5:00 PM	Canadian Motocross - Ulvereton	Speed
8/23/98	6:00 PM	Canadian Biker TV	Speed
8/25/98	6:30 PM	American Thunder - Daytona Bike Week	Speed
8/25/98	7:00 PM	Bike Week	Speed
8/26/98	3:30 AM	MotoWorld (R)	ESPN2
8/27/98	7:00 PM	MotoWorld	ESPN2
8/30/98	11:30 AM	MotoWorld (R)	ESPN2
8/30/98	5:00 PM	World Superbike - A-1 Ring, Austria (Same Day Delay)	Fox
8/30/98	5:00 PM	Canadian Motocross - Welton	Speed
8/30/98	6:00 PM	Millville, MN Motocross	ESPN2
8/30/98	6:00 PM	Canadian Biker TV	Speed
8/30/98	10:00 PM	FIM World Superbike - Austria (Same Day Delay)	Speed
8/31/98	3:30 AM	Millville, MN Motocross (R)	ESPN2

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.*

SPEEDWAY RACING
Every Saturday Night
Orange County Fairgrounds
Costa Mesa, california
Info: (949) 492-9933
www.wient.com/speedway
e-mail: speedway@wient.com

Sat., Aug. 15 Stanley Exhaust Tech Night (Speedway, Sidecars & Mini Bikes)
Sat., Aug. 22 Orange County Harley Night (Speedway, Harley Races and Sidecars)
Sat., Aug. 29 Speedway, Sidecars and P.W. 50's
Sat., Sept. 5 NO RACING AT COSTA MESA SPEEDWAY LABOR DAY

CRC 1998 California Race Schedule
100% PRO PAYBACK

Saturday Aug. 15	Saturday Nite Special	LACR
Saturday Aug. 22	GFI / CRC Motocross	LACR
Saturday Aug. 29	Saturday Nite Special	LACR
Saturday Sept.5	Saturday Nite Special	LACR

Wed. Nite Practice April 15 to Sept. 23 • 4:00pm to 9:00pm
Fri. Nite Practice June 5 to Sept. 25 • 4:00pm to 9:00pm
CRC Info (805) 272-8889
www.netport.com/lacr-crc

Competition Park Motocross
Open Practice:
8:00 AM - 6:00 PM (All Tracks)
Thursday, Friday, Saturday, Sunday
Motocross / Int. Supercross / 60 & 80 / PeeWee
TRACK FULLY GROOMED EACH DAY!
(909) 654-2126 or (760) 633-1197

REM Saturday MX
at Glen Helen Raceway
Summer Series
Round #6 August 15
Saturday MX August 22
No Membership Required!-New Motocross Racetrack.
For Info [619] 484-1441

(209) 673-8080
cma Bounty Hunter Series

Sat.,	Aug. 15	Los Banos, CA
Sat.,	Aug. 22	Los Banos, CA
Sat.,	Aug. 29	Los Banos, CA
Sun.,	Aug. 30	Banquet

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WATCH FOR DATES
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NMA
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(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Glen Helen, San Bernardino. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Kids Event 12 yrs & under, So. Cal. MC, Stodder Valley, Barstow. Info: 818/768-0404.

CALIFORNIA POKER RUN - District 37, Riders Helping Riders, AMA, Stodder Valley, Barstow. Info: 909/944-3279.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Star West MX Park, Night Race, OTHG only, Moreno Valley. Info: 714/680-8643.

COLORADO SUPERCROSS - SRAC, M&M Connections, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* CONNECTICUT SHORT TRACK - AMA, Semi-Pro, Sideways Promotions, Stafford Motor Speedway, Stafford Springs. Info: 978/874-1732.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

INDIANA MOTOCROSS - Dash For Cash, Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

* NEW YORK SPEEDWAY - New Champion Speedway, Harley Night, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.ht.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - MRA, Night Race, MX Freestyle Contest, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO SHORT TRACK - Honda Hills, Linville, OH. Info: 740/323-3766.

* OKLAHOMA MOTOCROSS - Gold Cup Challenge MX, Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA ROAD RACE - Team Pro-Motion, Pocono International Raceway, Long Pond. Info: 888/TEAM-916 or www.teampromotion.com.

Sun, Aug 23

ALABAMA DUAL SPORT - AMA, Rockford Mens Club, Rockford. Info: 256/377-1011.

CALIFORNIA MOTOCROSS - CMMC, Rnd 13, Barona Oaks. Info: 760/752-8252.

CALIFORNIA HARE SCRAMBLES - So. Cal MC, Stodder Valley, Barstow. Info: 818/787-1142.

CALIFORNIA HARE SCRAMBLES - AMA, District 37, So. Cal. MC, Stodder Valley ORV, Hodge Road, Barstow. Info: 760/948-4784 or Thomas440@aol. com.

* COLORADO MOTOCROSS - Rocky Mountain Motocross Association, Semi-Pro with Youth/ATV, IMI Motorsports, Erie. Info: 303/271-0190 or 719/473-6723.

* CONNECTICUT SHORT TRACK - Sideways Promotions, Stafford Motor Speedway, Stafford Springs. Info: 978/874-1732.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Motocross of Marion County, Reddick. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MEXICO MOTOCROSS - LaPlaya Motocross Grand Prix, Too Much Fun Promotions, Cantamar Sand Dunes, Rosarito Beach. Info: 011/52-661-22525.

MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Championship Series, Diamond Motorsports. Info: 417/537-8406.

* NEBRASKA MOTOCROSS - Southwest Nebraska Motocross, McCook, NE. Info: 308/345-3744.

NEW JERSEY MOTOCROSS - Old Bridge Township Raceway Park, Normal Semi-Pro Race Day, Englishtown. Info: 732/446-7800.

NEW MEXICO MOTOCROSS - NMCC & AMA, Motocross at Moriarty. Info: 505/888-7312.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Cayuga County Riders, King Ferry. Info: 315/364-8087.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park Inc., AMA, CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA HARE SCRAMBLES - Devil's Ridge North, Carolina Hare Scrambles Series, Sanford. Info: 919/776-1767.

OHIO MOTOCROSS - Ironman Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

PENNSYLVANIA MOTOCROSS - M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880

PENNSYLVANIA HARE SCRAMBLES - D-5 State C'ship, M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880

PENNSYLVANIA BIKE SHOW AND SWAP MEET - Gathering of the Tribes '98, Gospel Riders, Mercer County Park, West Windsor. Info: 732/255-4750 or www.angelfire.com/pa/gospelriders.

* PENNSYLVANIA SHORT TRACK - Shippensburg MC Baer Racing, Shippensburg. Info: 717/796-0294.

* VIRGINIA MOTOCROSS - AMA, District 13, Ballzee Grand Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA, Pacific Northwest Championship, Washougal Motocross Park, Washougal. Info: 541/673-1671.

* WASHINGTON MOTOCROSS - AMA, District 27, Seattle Motorcycle Club, Jolly Rogers Motorway, Kent. Info: 253/756-2187 or http://www.geocities.com/motorcity.

Mon, Aug 24

* COLORADO FLAT TRACK - Semi-Pro, AMA, Checkered Flag Productions, Colorado State Fairgrounds, Pueblo. Info: 940/683-4742.

* COLORADO MOTOCROSS - Semi-Pro, AMA, Checkered Flag Productions, Colorado State Fairgrounds, Pueblo. Info: 940/683-4742.

Thur, Aug 27

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Lewis County Fairgrounds, Rnd 4, Hohenwald. Info: 931/796-2298.

Aug 28-29

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., Suzuki/Arctic Cat Amateur Nationals. Info: 607/849-4438.

WASHINGTON TT - AMA/District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

Aug 28-30

CALIFORNIA MOTOCROSS - CMMC, Mini Nationals, Barona Oaks. Info: 760/752-8252.

NEW YORK ROAD RACE - YSR Road Racing, Eastern American Road Racing Association, Kelly Motorsports Park, Batavia. Info: 757/484-4688.

Fri, Aug 28

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Championship Challenge, Miss Fast Fridays crowned, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 4, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

* IOWA HALF MILE - Unlimited Promotions, Rnd 4, Oskaloosa. Info: 515/265-8388.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Night Race, New Las Vegas Motor Speedway, gate one, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK MOTOCROSS - AMA, WMI FIM, Ladies International MX Cup Championships, Binghampton. Info: 949/837-2206.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN STADIUM MOTOCROSS - AMA, Suzuki Contingency, Night Season Finale, Lake Geneva Raceway, Lake Geneva. Info: 815/728-0823.

Aug 29-30

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, California Trail Rides, Bass Lake. Info: 714/992-9291.

* MAINE HALF MILE - AMA, Semi-Pro, Sideways Promotions United Bikers of Maine, Bass Park, Bangor. Info: 978/874-1732.

CALIFORNIA DUAL SPORT - ACT Dual Sport Riding Adventures, El Dorado National Forest, Jackson, CA. Info: 888/ACT-NEWS.

Sat, Aug 29

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 10, Yamaha Contingency, Perris Raceway, Perris. Info: 909/653-4042.

* CALIFORNIA SPEEDWAY - International Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, AMA, Barona Speedway, San Diego. Info: 619/427-0979 or vikoutlaw@aol.com.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Saturday Night Special, Palmdale. Info: 805/272-8889.

DELAWARE SHORT TRACK - Delaware Motorsports Inc., Night Race, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - West Florida Motocross Park, Night Race, Milton. Info: 850/623-6038.

* GEORGIA SUPERCROSS - Wings and Wheels, Southeastern Supercross Shoot Out Series, Bremen Race Park, Bremen. Info: 770/941-8464 or Dirtman23@aol.com.

ILLINOIS DIRT TRACK - Half Mile Dirt Track, Prarie Thunder MC, AMA & Dist. 37-sanctioned, Menard County Fairgrounds. Info: 217/632-3857.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

NEVADA MOTOCROSS - Summer Night Motocross Series, Rnd 6, Churchill County Regional Park, Fallon. Info: 702/423-8226.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

* NEW YORK SPEEDWAY - New Champion Speedway, AMA Open Qualifier, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.htm

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross, Kawasaki Yamaha of Hickory. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA Fall Series Race, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO STADIUM MOTOCROSS - CRA, Competition Riders of America, Western Reserve MC, Salem. Info: 330/337-8005.

OHIO SUPERCROSS - Action Sports, MA, Nelsonville. Info: 740/594-6686.

OHIO HALF MILE - Pro-Am, AMA, D&B acing, Ohio State Harley Owners roup, Athens County Fairgrounds, thens. Info: 740/594-9009.

OKLAHOMA MOTOCROSS - Pro-Am ports Inc., Motorcycle Raceway, klahoma City. Info: 405/737-2468.

PENNSYLVANIA SHORT TRACK - MA, Trail-Way Speedway, Hanover. fo: 717/359-4310.

TENNESSEE ARENACROSS - TMXA, Paris Dirt Tracker Inc., Rnd 1, h annual Tennessee State Arenacross hampionship, Henry County airgrounds, Paris. Info: 901/642-3078 or 42-0511.

WEST VIRGINIA MOTOCROSS - orn's Mountain Inc., AMA, Mom's ountain Race Park, Daniels. Info: 04/763-9133.

un, Aug 30

ALIFORNIA ROAD RIDE - 5th annual os Angeles Harley Hot Summer Night ike Show. Info: 562/408-6088.

ALIFORNIA GRAND PRIX - SRA GP, len Helen, San Bernardino. Info: 14/957-2985.

CALIFORNIA MOTOCROSS - GFI acing, Hollister Hills GP Track, Hollister. fo: 209/656-9682.

ANADA ENDURO/DUAL SPORT - MA, Niagara Timberline Riders, elland, Province, Ontario. Info: 16/822-9115 or tp://www.vaxxine.com/timberline.

LORIDA MOTOCROSS - ProSports SA, Sunshine State MX Championship eries, Dade City Raceway, Dade City. fo: 352/242-2605.

GEORGIA MOTOCROSS - AMA, rans MX Series, Paradise Off-Road ark, Macon. Info: 912/475-5711 or 38-0664.

WA MOTOCROSS - Sand Castle acepark, Des Moines. Info: 515/771-439 or 265-7710.

ARYLAND POKER RUN - Antietam otorcycle Club, AMA, District 7, agerstown. Info: 301/797-8686.

MARYLAND HARE SCRAMBLES - onman Hare Scrambles Series, AMA, estern Maryland Off-Road Riders, lifside Off-Road Park, Rawlings. Info: 01/724-6738.

ICHIGAN HARE SCRAMBLES - Bent heels Competition Club, AMA, District 4, Rose City. Info: 517/685-2059.

EBRASKA MOTOCROSS - Great lains Promotions, White Sands aceway MX Park, Ashland. Info: 02/556-5801.

NEVADA MOTOCROSS - CMC, unstar Trans-Cal Motocross Nationals, nd 2 North, Silverstate Raceway, arson City. Info: 702/267-4392.

EW YORK HARE SCRAMBLES - estern New York Off-Road ssociation, Flat Rock, Lowville. Info: 15/376-2332.

NEW YORK MOTOCROSS - AMA, roome-Tioga Sports Center Inc., uzuki/Arctic Cat 125/250cc AMA Pro-ationals. Info: 607/849-4438.

ORTH CAROLINA MOTOCROSS - ictory Sports Racing, Winters Marketing ltra Series, Iron Station. Info: 423/323-497.

HIO MOTOCROSS - Kenworthy GP lub, Buckeye MX Series, Troy. Info: 37/335-4763.

OREGON MOTOCROSS - CMC, unstar Trans-Cal Motocross Nationals, nd 1 Pacific Northwest, Albany SX rack, Albany. Info: 541/928-4474.

ENNSYLVANIA MOTOCROSS - Flying utchmen MC Inc., Pine Grove. Info: 17/345-6340 or 717/345-8734.

ENNESSEE HARE SCRAMBLES - Mid-outh Summer Series, New Johnsonville. nfo: 615/859-0873 or www.msws.org.

EXAS CROSS COUNTRY - Texas ross Country Racing Association, Waco agles/Penelope.

EXAS HARE SCRAMBLES - Texas hampionship Hare Scrambles Series, ltair. Info: 409/732-9171.

IRGINIA MOTOCROSS - AMA, District 3, U.S. Eastern Motocross Fall Series, ctiontown USA Motocross Park, Dillwyn. nfo: 804/724-4392.

Wed, Sept 2

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

Sept 3-5

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

Sept 4-6

ILLINOIS MILE REUNION - 14th annual Mile Reunion, Pistol Racing, The Pistol Gardens, Springfield. Info: 217/527-1251 or 507/334-8243 or rgriz2@aol.com.

Sept 4-7

MEXICO ROAD TOUR - Southern California Motorcycling Association, 23rd annual Three Flags Classic, begins in Tijuana, BC, Mexico, and finishes in Kimberley, BC, Canada. Info: 805/269-5982.

Fri, Sept 4

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Junior National Fan of the Year, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 5, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

IOWA HALF MILE - J&P Promotions, 10th annual Antique Motorcycle Half Mile Flat Track Races, Mississippi Valley Fairgrounds, Davenport. Info: 319/462-6011.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

PENNSYLVANIA MOTOCROSS - Amateur Day, Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

Sept 5-6

COLORADO MOTOCROSS - Colorado Iron Horse Rally Motocross, High Desert Racing Club, Mesa Verde. Info: 970/533-9747 or 505/325-4195.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/630-5430.

* KANSAS MOTOCROSS - AMA, Checkered Flag Productions, Finney County Fairgrounds, Garden City, Kansas. Info: 940/683-4742.

NEVADA MOTOCROSS - International Old-Timers MX Association, Nevada Chapter, Fernley. Info: 702/475-2651.

OHIO DIRT TRACK - AMA, Semi-Pro, Fast Track Racing, Summer Thunder Series, Mercer County Fairgrounds, Celina. Info: 219/486-7172.

Sat, Sept 5

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, Saturday Night Special, Palmdale. Info: 805/272-8889.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

NEW YORK DIRT TRACK - New York Dirt Track, Accord Speedway, Accord. Info: 518/756-3633 or 914/626-3478.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE MOTOCROSS - Montgomery County Fairgrounds, Clarksville. Info: 502/886-8564.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Maury County Fairgrounds, Rnd 5, Columbia. Info: 931/796-2298.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sept 6-7

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

Sun, Sept 6

CALIFORNIA HARE SCRAMBLES - High Sierra MC, Soda Springs Ski Area, Truckee.

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Aztec Family Raceway, Colorado Springs. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* GEORGIA MOTOCROSS - Suzuki, Yamaha and Kawasaki Contingency, Championship Series, Lazy River Motocross Ranch, Chatsworth. Info: 706/278-1620.

IOWA MOTOCROSS - Midwest Jr. Motocross Championships, C.H. Promotions, Storm Lake, Truesdale. Info: 712/262-8910.

* KENTUCKY MOTOCROSS - Victory Sports Racing, Serious Racewear Mega Series, London. Info: 423/323-5497.

NEW JERSEY MOTOCROSS - Old Bridge Township Raceway Park, 6th annual Vet and Vintage Reunion, Englishtown. Info: 732/446-7800.

NEW YORK MOTOCROSS - AMA, District 34, Ace Motocross, Modena. Info: 914/361-4410.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

OHIO MOTOCROSS - Sunset Ramblers, Motorcycle Club of Galion. Info: 419/562-6931.

OHIO HARE SCRAMBLES - CRA, Salem Motorcycle Club Inc., Lisbon. Info: 330/482-2971 or 332-9465.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Fox Racing Day. Info: 330/262-4945.

OHIO HARE SCRAMBLES - RARE, Liberty Center. Info: 419/533-4447 or 419/825-2132.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., District 6 Championship, Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA ROAD RACE - Team Pro-Motion Riders Club, Pocono International Raceway, Long Pond. Info: 888/TEAM-916 or www.teampromotion.com.

* PENNSYLVANIA SHORT TRACK - Shippensburg MC, Baer Racing, Shippensburg. Info: 717/796-0294.

WASHINGTON TT - AMA, District 27, Dirt Track Series, Castle Rock. Info: 425/745-4010.

* WISCONSIN FLAT TRACK - Badger Racing Association, Wood County Fairgrounds, Marshfield. Info: 920/699-3387.

Mon, Sept 7

CALIFORNIA GRAND PRIX - Los Angeles County Raceway, CRC Outlaw GP, Palmdale. Info: 805/272-8889.

* IOWA HALF MILE - Unlimited Promotions, Davis County Fair, Bloomfield. Info: 515/265-8388.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, Cycle World, Hawk Point. Info: 417/887-3524.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

Fri, Sept 11

* CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

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PRACTICE 5:00 PM
QUALIFIER 5:30 PM
MAIN EVENTS 7:00 PM

DASH FOR CASH
PROS ONLY
$1000
MINIMUM PAYOUT

PRO PAYOUT
1ST $1000
2ND $500
3RD $200
4TH $100
5TH $50

INVERT START
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CARLSBAD MOTOCROSS RACING
Carlsbad Raceway, Carlsbad, California

No Membership Required
Entry Fee $30, Gate Fee $10

1998 Summer Motocross Series

April - July 1998
Eight Race Points Series
33% Trophies & Prizes

Classes: Beginner, Novice, Intermediate, Expert & Pro
80cc, 125cc, 250cc, Open, Bomber
Vet 30+, Vet 40+, Vet 50+
4 Stroke and Women's classes.

Race Day Schedule
Gates open: 8:00am
Sign-up: 8:00-9:00am
New Riders meeting: 8:45-9:00am
Practice: 9:00am-10:30am
Moto's posted: 10:30am
Main Riders meeting: 10:30am
Racing starts: 11:00am

Event Schedule
Event 1 "Women's Day" Aug 15
Event 2 "80 Day"..... Aug 29
Event 3 "Bomber Day" Sept 5
Event 4 "4 Stroke Day" Sept 26
Event 5 "Women Day" Oct 3
Event 6 Finals ..... Oct 17

for complete information
1-888-550-MOTO
www.carlsbadmx.com
CMXR CARLSBAD MOTOCROSS RACING

CMC Racing - 714/367-1141
CMC Sunstar Trans-Cal Motocross Nationals

1 No	Aug.	22 nd	Riverfront Park, Marysville, CA
1 PN	Aug.	29 th	Albany SX Track, Albany, OR
2 PN	Aug.	30 th	Albany SX Track, Albany, OR
2 No	Aug.	30 th	Silverstate Racwy, Carson City, NV
3 No	Sept.	6 th	Hollister Hills SVRA, Hollister, CA

Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
"Race with the Best"

MOTOCROSS RACING ASSOCIATION
Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com
Call 734-241-1600
for 1998 Racing Schedule

WSM WILLOW SPRINGS MOTORCYCLE CLUB
Motorcycle Road Racing on "The Fastest Track in the West"
Motorcycle Road Racing
3rd Sunday every month
Next Event - August 15 & 16
INFO (805) 256-1234
http://members.aol.com/racewsmc

OVER the HILL GANG
August 22 - Star West, Moreno Valley, CA, Night Race, OTHG only.
September 1, Club Meeting - Larry's Pizza
926 W. Orangethorpe, Fullerton. 8PM
The Ultimate 30+ Vet MX Club
Info: (562) 864-6875 (714) 680-8643

GFI RACING (909) 653-4042
A Rider for the Riders
Southern Region

Wed.,	Aug. 12	Wednesday Practice (3pm-DUSK)	Perris
Fri.,	Aug. 14	Friday Night Practice (5pm-10pm)	Perris
Sat.,	Aug. 15	GFI at Night MX Series Round 8	Perris
Wed.,	Aug. 19	Wednesday Practice (3pm-DUSK)	Perris
Sat.,	Aug. 22	GFI at Night MX Series Round 9	Perris

GFI RACING (209) 656-9682
A Rider for the Riders
Northern Region
Sun., Aug. 30
Hollister Hills GP Track,
Hollister, CA
Saturday Practice 9am - 2pm prior to race events

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 6, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

Sept 12-13

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, USA Dual Sport Club, Troy Meadows, Sequoia National Forest, Kennedy Meadows. Info: 818/348-7237.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Bay Area National, Rnd 4, Hollister Hills MX Park, Hollister. Info: 714/680-8643.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

PENNSYLVANIA ROAD RACE - YSR Road Racing, Eastern American Road Racing Association, New Bloomfield Kart Track, New Bloomfield. Info: 757/484-4688.

Sat, Sept 12

CALIFORNIA ROAD RIDE - Los Angeles Harley HOG Chapter ride. Info: 562/408-6088.

* CALIFORNIA SPEEDWAY - International Speedway, Inflight Skirt Night, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, Starwest, Moreno Valley. Info: 714/996-8327.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

NORTH CAROLINA MOTOCROSS - 4th annual 226 Motocross. Info: 828/652-3758.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Nighttime Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Blendzall Night. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 2, 8th annual Tennessee State Arenacross Championship, Dyer County Fairgrounds, Dyersburg. Info: 901/642-3078 or 642-0511.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Sun, Sept 13

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal Motocross Nationals, Rnd 4 North, Club Moto, Livermore. Info: 510/443-6686.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 1 South, Glen Helen Raceway, Devore. Info: 909/880-3090.

CALIFORNIA MOTORCYCLE SWAP MEET - The Shop, Ventura County Fairgrounds. Info: 805/650-6777.

CALIFORNIA MOTOCROSS - CMMC, Rnd 14, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA ARENACROSS - Ukiah Speedway, Summer Series, Redwood Empire Fairgrounds, Ukiah. Info: 707/462-9495 ext. 13.

CANADA MOTOCROSS - Erie Ramblers MC, day race, Wheatley, Ontario. Info: 734/241-1600 or www.racemra.com.

* COLORADO MOTOCROSS - Semi-Pro with Youth, Rocky Mountain Motocross Association, Two Rivers Racing, Milliken. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

* COLORADO MOTOCROSS - SRAC, 20th round of the MX Series, M&M Connections, Aztec Family Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* KENTUCKY MOTOCROSS - Apex Valley Raceway, White Plains. Info: 502/886-8564.

MICHIGAN HILLCLIMB - State Championship Hillclimb, District 14, Muskegon Motorcycle Club, Newaygo County. Info: 616/728-4153.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Association, Scooters, Willseyville. Info: 607/659-4178.

* NEW YORK MOTOCROSS - Hunt Moto Park, 9th annual Scott USA Day, WNYSC, Robinson Road, Hunt. Info: 716/476-2697.

NEW YORK MOTOCROSS - Claverack Motocross Track, Kawasaki Contingency race, District 34, Claverack. Info: 518/828-6149.

NORTH CAROLINA MOTOCROSS - AMA, Dixieland Motorsports, Elizabeth City MX, Fall Series, Districts 13 & 29, Elizabeth City. Info: 757/549-7012.

OHIO HARE SCRAMBLES - Racer Productions Inc., Burr Oaks, Millfield. Info: 304/284-0084.

PENNSYLVANIA HILL CLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center, 16th annual Tony D MX Schools/Pennsylvania State Championships, Clifford. Info: 717/222-9290.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

* TENNESSEE MOTOCROSS - Tennessee Fall Motocross Championship Series, Peery's Outdoor MX, Rnd 6, Hohenwald. Info: 931/796-2298.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Yamaha and Kawasaki contingency race, Jimmy Moss/Rocky Ridge.

* WASHINGTON MOTOCROSS - CMC, Sunstar Trans-Cal Motocross Nationals, Rnd 2 Pacific Northwest, Yakima Meadows Motoplex, Yakima. Info: 253/395-8738.

* WASHINGTON MOTOCROSS - AMA, Washougal Motocross Park, Washougal. Info: 541/673-1671.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

Sept 18-20

NEVADA DUAL SPORT - Hidden Canyon, 2nd annual Dual Sport Tour, Ely. Info: 435/652-4572 or 673-2444.

OREON ROAD RACE - OMRRA, Vintage Day and Sprints, Portland. Info: 503/221-1487.

Fri, Sept 18

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 7, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

Sept 19-20

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 9, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., Vet National and District 5 State Championship, High Point Raceway, Mount Morris. Info: 304/284-0084.

* VIRGINIA MOTOCROSS - AMA, Fall Classic and Four-Stroke Eastern National, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

WEST VIRGINIA DUAL SPORT - Racer Productions Inc., Starvation Point, Elizibeth. Info: 304/284-0084.

Sat, Sept 19

* ARIZONA MOTOCROSS - AMX Grand Canyon State Championship, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* CALIFORNIA SPEEDWAY - International Speedway, Legends of Speedway, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA SPEEDWAY - San Diego Flat Track Association, Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441 or 619/484-7056.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Saturday Night Special, Palmdale. Info: 805/272-8889.

DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

INDIANA HARDWARE RUN - Abate of Clinton County, Grab Yer Nutz & Bolt, Poker Run with a twist, Frankfort Oasis, Frankfort. Info: 765/659-1456.

INDIANA DIRT TRACK - AMA, Semi-Pro, Amateur, Youth, Noble County Fairgrounds, Kendallville. Info: 219/244-4234.

NEBRASKA SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

OHIO MOTOCROSS - Dirt Country Raceway, AMA. Info: 513/625-7350 or 513/625-9987.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE ARENACROSS - KTMXA, Paris Dirt Tracker Inc., Rnd 3, 8th annual Tennessee State Arenacross Championship, Henry County Fairgrounds, Paris. Info: 901/642-3078 or 642-0511.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern Motocross Fall Series, Birch Creek Motocross Park, Danville. Info: 804/724-4392.

WASHINGTON MILE - AMA, District 27, Dirt Track Series, Auburn Mile. Info: 425/745-4010.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, Hannegan. Info: 425/745-4010.

Sun, Sept 20

ALABAMA ENDURO - AMA, Rockford Men's Club, Rockford. Info: 334/567-3352.

* CALIFORNIA MOTOCROSS - CMC, Sunstar Trans-Cal MX Nationals, Rnd 2 South, Badlands Raceway, Victorville. Info: 949/367-1141.

CALIFORNIA MOTOCROSS - Riverside Old-Timers, So. Cal. Raceplex, Victorville. Info: 714/996-8327.

CALIFORNIA MOTOCROSS - Over The Hill Gang Motocross, Hungry Valley MX, Hungry Valley. Info: 714/680-8643.

* COLORADO MOTOCROSS - SRAC, 21st round of the MX Series, Pueblo Motorsports Inc., Pueblo. Info: 303/988-7722 or 303/989-7436.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY MOTOCROSS - AMA, Bluegrass Sports, Bluegrass Motocross Park, Clay City. Info: 606/744-5916.

MARYLAND MOTOCROSS - Antietam Motorcycle Club, AMA, District 7, Semi-Pro, Amateur, Youth classes, Hagerstown. Info: 301/797-8686.

MARYLAND TRAIL RIDE - Western Maryland Off-Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

* MISSOURI MOTOCROSS - Missouri State Motocross Championship Series, Possum Hollow Park, Springfield. Info: 417/851-1977.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

NEW MEXICO MOTOCROSS - NMCC & AMA, Motocross at Moriarty. Info: 505/888-7312.

* NEW YORK MOTOCROSS - Frozen Ocean MX Park Inc., AMA, CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Winters Marketing Ultra Series, Columbus. Info: 423/323-5497.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Fall Series, FMF Day. Info: 330/262-4945.

OHIO MOTOCROSS - Ironman Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO HARE SCRAMBLES - CRA, Competition Riders of America, Western Reserve MC, Salem. Info: 330/337-8005.

OHIO POKER RUN - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321.

PENNSYLVANIA DUAL SPORT - Western New York Off-Road Association, McKean County MC, Rew. Info: 814/368-2538.

PENNSYLVANIA ENDURO - Western New York Off-Road Association, Moonshine, c/o Valley Forge Trail Riders, Brandonville. Info: 610/285-6310.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., District 5 State Championship, High Point Raceway, Mount Morris. Info: 304/284-0084.

VIRGINIA MOTOCROSS - AMA, Fall Classic and Four-Stroke Eastern National, Pro Event, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

WASHINGTON SHORT TRACK - AMA, District 27, Dirt Track Series, ORV. Info: 425/745-4010.

Fri, Sept 25

CALIFORNIA SPEEDWAY - AMA National Speedway Championship, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - K-B Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 8, Night Race, Castaic Lake MX, Castaic. Info: 805/294-0020.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Dearborn County Fairgrounds. Info: 513/662-7759 or 812/537-5299.

Sept 26-27

ARIZONA DUAL SPORT - AMA, Desert Motorcycle Promotions, Prescott N.F., Prescott Valley. Info: 602/467-0759 or DESERTMC1@aol.com.

* TENNESSEE MOTOCROSS - Victory Sports Racing, AMA, Serious Racewear Mega Series, Dollywood Express MX, Sevierville. Info: 423/323-5497 or www.victory-sports.com.

Sat, Sept 26

CALIFORNIA DIRT TRACK - Outlaw Dirt Tracker Club, AMA, Barona Speedway, San Diego. Info: 619/427-0979 or vikoutlaw@aol.com.

CALIFORNIA MOTOCROSS - Los Angeles County Raceway, CRC, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - International Speedway, Season Finale, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

CALIFORNIA MOTOCROSS - CMMC, Rnd 15, Barona Oaks. Info: 760/752-8252.

* DELAWARE SHORT TRACK - Delaware Motorsports Inc., Seaford Speedway, Seaford. Info: 302/422-866

CALIFORNIA MOTOCROSS - Over Th Hill Gang Motocross, Glen Helen, REM Track, San Bernardino. Info: 714/680-8643.

ILLINOIS DIRT TRACK - Half Mile Dirt Track, Prarie Thunder MC, AMA & Dist 37-sanctioned, Menard County Fairgrounds. Info: 217/632-3857.

INDIANA MOTOCROSS - Dash For Cash, Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850.

LOUISIANA SPEEDWAY - Possum Co International Speedway, Mossbluff. Info 318/855-2401 or 318/855-1978.

NEW YORK SUPERCROSS - NYS Supercross, Night Thunder Series, Hamburg. Info: 716/825-8720.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., AHRMA Vintage Motocross & Vet Championships, Binghamton. Info: 607/849-4438.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, East Bend. Info: 336/699-3629.

OHIO MOTOCROSS - MRA, Night Rac Delta Raceway, Delta. Info: 419/822-30 or 734/241-1600.

* OKLAHOMA MOTOCROSS - Golde Cup Challenge MX, Pro-Am Sports Inc. Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

* TENNESEE ARENACROSS - KTMXA Paris Dirt Tracker Inc., Rnd 4, 8th annu Tennessee State Arenacross Championship, Henry County Fairgrounds, Paris. Info: 901/642-3078 642-0511.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

WASHINGTON SHORT TRACK - AMA District 27, Dirt Track Series, Rainier. Info: 425/745-4010.

Sun, Sept 27

CALIFORNIA GRAND PRIX - SRA GP, Glen Helen, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMMC, Rnd 16, Barona Oaks. Info: 760/752-8252.

* CALIFORNIA MOTOCROSS - Phillipsville Motocross, 3170 Hwy. 254, Phillipsville, CA. Info: 707/943-3029.

CALIFORNIA RIDE FOR KIDS - Pediat Brain Tumor Foundation, Cal-Expo, Sacramento. Info: 510/724-8586 or chucklin@ix.netcom.com.

CANADA MOTOCROSS - Erie Ramble MC, Wheatley, Ontario. Info: 734/241-1600 or www.racemra.com.

* COLORADO MOTOCROSS - SRAC, 22nd round of the MX Series, Wild Rat Raceway, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

* FLORIDA ROAD RACE - CCS, Moros Motorsports Park, West Palm Beach. Info: 561/793-3394.

* IOWA MOTOCROSS - Motocross Kingdom Inc., District 22, Des Moines. Info: 515/285-6910.

* MISSISSIPPI MOTOCROSS - MX 886 Fall Championships, Pontotoc. Info: 601/489-8316.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876 or www.vegasmotocross.com.

NEW MEXICO MOTOCROSS - AMA, High Desert Racing Club, Aztec. Info: 970/533-9747 or 505/325-4195.

NEW YORK HARE SCRAMBLES - Western New York Off-Road Associatio South Tier MC, Webb Mills. Info: 607/962-2961.

* NEW YORK MOTOCROSS - AMA, Broome-Tioga Sports Center Inc., 16th annual Kawasaki Team Green/Pirelli Tires, New York State Motocross Championships, Binghamton. Info: 607/849-4438.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Website Address/URL: _____

Your name: _____

1998 Championship Point Standings

LEADERBOARD

ROAD RACING

KATZUTO SAKATA

00cc WORLD CHAMPIONSHIP SERIES
(After 9 of 15 rounds):

.	Mick Doohan (Hon), Australia	(160/3 wins)
.	Max Biaggi (Hon), Italy	(148/1 win)
.	Alex Criville (Hon), Spain	(142/2 wins)
.	Carlos Checa (Hon), Spain	(106/1 win)
.	Simon Crafar (Yam), New Zealand	(75/1 win)
.	Alex Barros (Hon), Brazil	(71)
	Nobuatsu Aoki (Suz), Japan	(71)
.	Norick Abe (Yam), Japan	(67)
.	Regis Laconi (Yam), France	(48)
0.	John Kocinski (Hon), Modesto, CA	(43)

250cc WORLD CHAMPIONSHIP SERIES
(After 9 of 15 rounds):

.	Tetsuya Harada (Apr), Japan	(149/4 wins)
.	Loris Capirossi (Apr), Italy	(128/2 wins)
.	Valentino Rossi (Apr), Italy	(101/1 wins)
.	Tohru Ukawa (Hon), Japan	(86)
.	Haruchika Aoki (Hon), Japan	(75)
.	Jeremy McWilliams (Hon), England	(64)
.	Stefano Perugini (Hon), Italy	(61)
	Takeshi Tsujimura (Yam), Japan	(61)
.	Olivier Jacque (Hon), France	(56)
	Luis d'Antin (Yam), Spain	(56)

125cc WORLD CHAMPIONSHIP SERIES
(After 9 of 15 rounds):

.	Kazuto Sakata (Apr), Japan	(165/4 wins)
.	Tomomi Manako (Hon), Japan	(122/1 win)
.	Marco Melandri (Hon), Italy	(113/1 win)
.	Lucio Cecchinello (Hon), Italy	(76/1 win)
.	Masaki Tokudome (Apr), Japan	(75)
.	Mirko Giansanti (Hon), Italy	(66)
.	Masao Azuma (Hon), Japan	(65)
.	Frederic Petit (Hon), France	(61)
.	Gianluigi Scalvini (Hon), Italy	(55)
0.	Youichi Ui (Yam), Japan	(54)

WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 9 of 14 rounds):

.	Troy Corser (Duc), Australia	(275.5/2 wins)
.	Aaron Slight (Hon), New Zealand	(245/3 wins)
.	Carl Fogarty (Duc), England	(241.5/2 wins)
.	Colin Edwards II (Hon), Conroe, TX	(233.5/3 wins)
.	Pier-Francesco Chili (Duc), Italy	(228.5/4 wins)
.	Noriyuki Haga (Yam), Japan	(206/4 wins)
.	Akira Yanagawa (Kaw), Japan	(132)
.	Jamie Whitham (Suz), England	(129)
.	Peter Goddard (Suz), Australia	(110)
0.	Scott Russell (Yam), Alpharetta, Georgia	(99.5)

AMA/MBNA SUPERBIKE NATIONAL C'SHIP SERIES
(After 11 of 14 rounds):

.	Doug Chandler (Kaw), Salinas, CA	(298)
.	Ben Bostrom (Hon), Granada Hills, CA	(296)
.	Mat Mladin (Suz), Australia	(260)
.	Jamie Hacking (Yam), Spartanburg, SC	(250)
.	Anthony Gobert (Duc), Australia	(249/3 wins)
.	Richard Oliver (Yam), Fresno, CA	(237)
.	Miguel DuHamel (Hon), Canada	(236/4 wins)
8.	Tom Kipp (Duc), Chardon, OH	(230)
9.	Aaron Yates (Suz), Milledgeville, GA	(226/2 wins)
10.	Steve Crevier (Suz), Canada	(208)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 11 of 14 rounds):

1.	Steve Crevier (Suz), Canada	(318/1 win)
2.	Doug Chandler (Kaw), Salinas, CA	(300/6 wins)
3.	Ben Bostrom (Hon), Granada Hills, CA	(292/1 win)
4.	Eric Bostrom (Hon), Granada Hills, CA	(278)
5.	Nicky Hayden (Suz), Owensboro, KY	(257/1 win)
6.	Tommy Hayden (Kaw), Owensboro, KY	(248)
7.	Jason Pridmore (Suz), Ventura, CA	(235)
8.	Steve Rapp (Suz), Lafayette, CA	(230)
9.	Larry Pegram (Suz), Baltimore, OH	(209)
10.	Miguel DuHamel (Hon), Canada	(198/1 win)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 10 of 13 rounds):

1.	Steve Rapp (Suz), Lafayette, CA	(295/2 wins)
2.	Richard Alexander Jr. (Suz), Carmel, NY	(283/1 win)
3.	James Randolph (Suz), Santa Rosa, CA	(244)
	Mario DuHamel (Suz), Canada	(244)
5.	Jason Pridmore (Suz), Ventura, CA	(223/4 wins)
6.	Paul Harrell (Suz), Canyon Country, CA	(205)
7.	Nicky Hayden (Suz), Owensboro, KY	(197/3 wins)
8.	Jimmy Moore (Suz), Eugene, OR	(187)
9.	Dale Keiffer (Suz), Las Vegas, NV	(168)
10.	John Jacobi (Suz), Bloomington, IN	(161)

AMA/ELF FUELS 250cc GRAND PRIX C'SHIP SERIES
(After 10 of 13 rounds):

1.	Roland Sands (Yam), Long Beach, CA	(333/5 wins)
2.	Kurtis Roberts (Hon), Turlock, CA	(286/1 win)
	Chuck Sorensen (Yam), Discovery Bay, CA	(286/3 wins)
4.	Randy Renfrow (Hon), Fredericksburg, VA	(236)
5.	Bobby Keith (Hon), Redwood City, CA	(212)
6.	Geep Terranova (Yam), San Jose, CA	(192)
7.	Greg Esser (Yam), Pompano Beach, FL	(188)
8.	Takahito Mori (Hon), Japan	(178/1 win)
	Jeffrey Vos (Hon), Holland, MI	(178)
10.	Mark Foster (Yam), San Juan Capistrano, CA	(177)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES
(After 10 of 13 rounds):

1.	Paul Harrell (Tri), Canyon Country, CA	(304/1 win)
2.	Shawn Higbee (Bue), Waterford, WI	(293/3 wins)
3.	Curtis Adams (Tri), Whittier, CA	(288/6 wins)
4.	Michael Gage (Tri), Baldwin Place, NY	(221)
5.	James Lickwar (Tri), San Francisco, CA	(182)
6.	Shawn Conrad (Tri), Sheboygan Falls, WI	(177)
7.	Robert Gonzales (Duc), Tucson, AZ	(157)
8.	David Hull (Duc), Mesa, AZ	(154)
9.	Mark Miller (Bue), Long Beach, CA	(122)
10.	Thomas Tucciarone (Duc), San Francisco, CA	(116)

AMA/PIRELLI FORMULA XTREME SERIES
(After 9 of 12 rounds):

1.	Eric Bostrom (Hon), Granada Hills, CA	(296/8 wins)
2.	Tripp Nobles III (Hon), Macon, GA	(256/1 win)
3.	Mark Miller (Yam), Long Beach, CA	(225)
4.	Michael Taylor (Kaw), Canada	(201)
5.	Dean Mizdal (Suz), Huntington Beach, CA	(191)
6.	Mario DuHamel (Suz), Canada	(148)
7.	Tray Batey (Suz), Gallatin, TN	(142)
8.	Chris Voelker (Hon), Bradley, CA	(129)
9	Curtis Adams (Yam), Whittier, CA	(118)
10.	Mike Sullivan (Suz), Centralia, WA	(97)

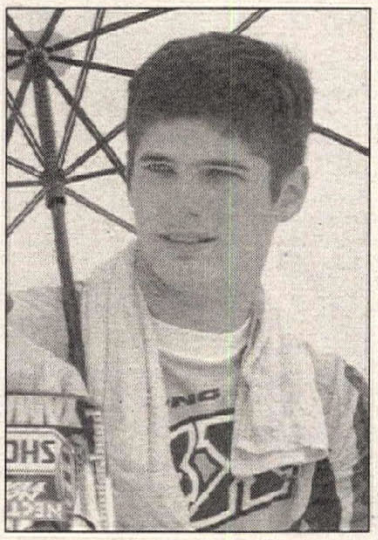
MOTOCROSS

500cc WORLD CHAMPIONSHIP SERIES
(After 11 of 12 rounds):

1.	Joel Smets (Hbg), Belgium	(367/5 wins)
2.	Darryll King (Hus), New Zealand	(308/1 win)
3.	Peter Johansson (Yam), Sweden	(233)
4.	Andrea Bartolini (Yam), Italy	(225/3 wins)
5.	Bernd Eckenbach (Hus), Germany	(198/1 win)
6.	Rob Herring (Hon), England	(184)
7.	Gert-Jan Van Doorn (Hon), Netherlands	(183)
8.	Shayne King (KTM), New Zealand	(164)
9.	Erwin Machtlinger (Hon), Germany	(143)
10.	Johan Boonen (KTM), Belgium	(111)

250cc WORLD CHAMPIONSHIP SERIES
(After 12 of 16 rounds):

1.	Sebastien Tortelli (Kaw), France	(421/5 wins)
2.	Stefan Everts (Hon), Belgium	(417/6 wins)
3.	Pit Beirer (Hon), Germany	(290/1 win)
4.	Frederic Bolley (Hon), France	(232)
5.	Marnicq Bervoets (Suz), Belgium	(207)
6.	Tallon Vohland (Yam), Sacramento, CA	(201)
7.	Jocke Karlsson (Hon), Sweden	(180)
8.	Mickael Maschio (Yam), France	(175)
9.	Leon Giesbers (KTM), Holland	(118)
10.	Yves Demaria, (Kaw), France	(117)



KEVIN WINDHAM

125cc WORLD CHAMPIONSHIP SERIES
(After 10 of 11 rounds):

1.	Alessio Chiodi (Hus), Italy	(305/5 wins)
2.	David Vuillemin (Yam), France	(286/4 wins)
3.	Alessandro Puzar (TM), Italy	(247/1 win)
4.	Claudio Federici (Yam), Italy	(195)
5.	Carl Nunn (Yam), England	(141)
6.	Luigi Seguy (Hon), France	(140)
7.	Alessandro Belometti (Yam), Italy	(119)
8.	Brian Jorgensen (Suz), Denmark	(118)
9.	James Dobb (Hon), England	(108)
10.	Erik Camerlengo (TM) Italy	(99)

AMA/MAZDA 250cc NATIONAL C'SHIP MX SERIES
(After 9 of 12 rounds):

1.	Doug Henry (Yam), Oxford, CT	(361/3 wins)
2.	Greg Albertyn (Suz), South Africa	(308)
3.	Ezra Lusk (Hon), Bainbridge, GA	(306/1 win)
4.	Mickael Pichon (Suz), France	(303/1 win)
	Jeff Emig (Kaw), Riverside, CA	(303/3 wins)
6.	Mike LaRocco (Hon), South Bend, IN	(278)
7.	Kevin Windham (Yam), Baton Rouge, LA	(243)
8.	Larry Ward (Suz), Florence, SC	(225)
9.	Jean-Sebastien Roy (Kaw), Canada	(153)
10.	Jeremy McGrath (Yam), Canyon Lake, CA	(121/1 win)

AMA/MAZDA 125cc NATIONAL C'SHIP MX SERIES
(After 9 of 12 rounds):

1.	Ricky Carmichael (Kaw), Havana, FL	(407/7 wins)
2.	John Dowd (Yam), Chicopee, MA	(352/1 win)
3.	Casey Johnson (Kaw), Murrieta, CA	(296)
4.	Mike Brown (Hon), Piney Flats, TN	(258)
5.	Jimmy Button (Yam), Scottsdale, AZ	(239)
	Robbie Reynard (Suz), Norman, OK	(239)
7.	Tim Ferry (Yam), Largo, FL	(190)
8.	Scott Sheak (Hon), Germantown, NY	(185)
9.	Nicholas Wey (Kaw), Dewitt, MI	(170)
10.	Stephane Roncada (Hon), France	(167)

TOYOTA/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 16 of 16 rounds):

1.	Jeremy McGrath (Yam), Canyon Lake, CA	(322/7 wins)
2.	Ezra Lusk (Hon), Bainbridge, GA	(271/4 wins)
3.	Larry Ward (Suz), Florence, SC	(240/1 win)
4.	Kevin Windham (Yam), Baton Rouge, LA	(238/2 wins)
5.	Mike LaRocco (Hon), South Bend, IN	(230)
6.	Mickael Pichon (Suz), France	(216)
7.	Doug Henry (Yam), Oxford, CT	(213)
8.	Jimmy Button (Yam), Scottsdale, AZ	(175)
9.	Mike Craig (Hon), Lakeside, CA	(174)
10.	Ryan Hughes (Kaw), Temecula, CA	(159)

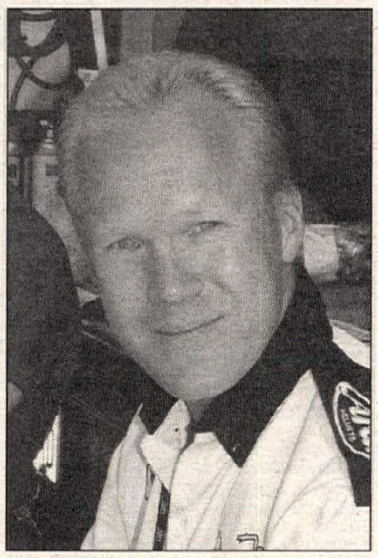
AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds):

1.	Ricky Carmichael (Kaw), Havana, FL	(200/8 wins)
2.	Robbie Reynard (Suz), Norman, OK	(143)
3.	Brock Sellards (Hon), New Philadelphia, OH	(133)
4.	Casey Lytle (Hon), Santa Clarita, CA	(114)
5.	Shae Bentley (Kaw), Ellenwood, GA	(86)
6.	Tony Lorusso (Suz), East Hartford, CT	(78)
7.	James Povolny Jr. (KTM), Mendota Heights, MN	(70)
8.	Jim Neese (KTM), Greensboro, NC	(69)
9.	Robbie Skaggs (Yam), Lawrence, KS	(66)
10.	Corey Keeney (Yam), Oakdale, MN	(63)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds):

1.	John Dowd (Yam), Chicopee, MA	(159/3 wins)
2.	David Vuillemin (Yam), France	(147/3 wins)
3.	Stephane Roncada (Hon), France	(145/1 win)
4.	Nathan Ramsey (Kaw), Hixon, TX	(111)
5.	David Pingree (Hon), Menifee, CA	(93)
6.	Greg Schnell (Yam), Rancho Cucamonga, CA	(84)
7.	Michael Brandes (Suz), Quail Valley, CA	(72)
	Jason McCormick (Hon), Vancouver, WA	(72)
9.	Travis Preston (Suz), Hesperia, CA	(68)
10.	Jeff Willoh (Suz), Glendale, CA	(67)

DIRT TRACK



CHRIS CARR

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 12 of 19 rounds):

1.	Rich King (Hon), Dysart, IA	(185/2 wins)
2.	Chris Carr (H-D), Fleetwood, PA	(176/2)
3.	Scott Parker (H-D), Swartz Creek, MI	(174/4 wins)
4.	Will Davis (H-D), Goldsboro, NC	(160/2 wins)
5.	Jay Springsteen (H-D), Lapeer, MI	(100)
6.	Steve Morehead (H-D), Findlay, OH	(97)
7.	Joe Kopp (H-D), Mica, WA	(95)
8.	Bryan Bigelow (H-D), Au Gres, MI	(84)
9.	George Roeder II (H-D), Monroeville, OH	(83/1 win)
10.	Kevin Varnes (H-D), Euless, Texas	81
	Mike Hacker (H-D), Prince George, Virginia	(81)

H-D SPORTSTER PERFORMANCE SERIES
(After 7 of 13 rounds):

1.	Jess Roeder, Monroeville, OH	(135/3 wins)
2.	Mike Hacker, Prince George, WA	(99)
3.	David Camlin, Rock Island, IL	(91/2 wins)
4.	Shaun Russell, San Jose, CA	(90)
5.	Scott Stump, Langhorne, PA	(87)
6.	Gary Rogers, San Jose, CA	(81)
7.	Billy Martin, Stockton, CA	(72)
8.	Brian Kromroy, Madison, WI	(71)
9.	Tim Eades, Petersburg, VA	(53)
10.	Willie McCoy, Richardson, TX	(50)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds):

1.	Ty Davis (Yam), Hesperia, CA	(110/2 wins)
2.	Destry Abbott (Kaw), Peoria, AZ	(69/1 win)
3.	Paul Krause (Kaw), Irvine, CA	(59)
4.	Dave Ondas (Kaw), Trabuco Canyon, CA	(50)
5.	Brian Brown (Kaw), Nampa, ID	(48/1 win)
	Steve Hengeveld (Kaw), Oak Hills, CA	(48)
7.	Doug Chiapuzio (Kaw), Camarillo, CA	(42)
8.	Dan Richardson (Kaw), Fountain Valley, CA	(41)
9.	Oakley Lehman (Kaw), Sunland, CA	(38)
10.	Donnie Book (Yam), Gypsum, CO	(36)

PAUL EDMONDSON

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 5 of 9 rounds):

1.	Doug Blackwell (Yam), Parkersburg, WV	(115/3 wins)
2.	Brian Garrahan (KTM), Boulder Creek, CA	(97/1 win)
3.	Mike Lafferty (KTM), Millville, NJ	(79)
4.	Patrick Garrahan (KTM), Boulder Creek, CA	(75)
5.	Dave Flashberger (Hon), Pleasanton, CA	(36)
6.	Josh McLevy (Hon), Fairfield, CT	(35)
	Blair Bersano (Kaw), Pinconning, MI	(35)
8.	Luca Tussardi (Kaw), Italy	(32)
9.	Sean Wilson, Maple Valley, WA	(31)
10.	Fred Andrews (Kaw), Salem, OH	(30/1 win)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 7 of 13 rounds):

1.	Rodney Smith (Suz), Oakley, CA	(133/2 wins)
2.	Fred Andrews (Kaw), Salem, OH	(112/2 wins)
3.	Steve Hatch (Suz), Ithaca, NY	(107/1 win)
4.	Scott Summers (Hon), Petersburg, KY	(98/2 wins)
5.	Jim Jarrett (Kaw), Minerva, OH	(78)
6.	Randy Hawkins (Yam), Travelers Rest, SC	(76)
7.	Barry Hawk Jr. (Yam), Uniontown, PA	(75)
8.	Brian Keegan (Kaw), Washington, PA	(61)
9.	Scott McLaughlin (Yam), Sedro Woolley, WA	(57)
10.	Robbie Jenks (Yam), New Straitsville	(54)

AMA ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 9 of 10 rounds):

1.	Michael Lafferty (KTM), Millville, NJ	(237/5 wins)
2.	Patrick Garrahan (KTM), Boulder Creek, CA	(118)
3.	Randy Hawkins (Yam), Travelers Rest, SC	(117/1 win)
4.	Doug Blackwell (Yam), Parkersburg, WV	(112/1 win)
5.	Matt Stavish (Hon), Blaine, MN	(96)
6.	Ty Davis (Yam), Hesperia, CA	(81/2 wins)
7.	Jason Dahners (Hbg), Redmond, WA	(70)
8.	Destry Abbott (Kaw), Peoria, Arizona	(54)
9	Fred Hoess, (Suz) Stanhope, NJ	(50)
10.	Robbie Jenks (Yam), New Straitsville, OH	(40)

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES
(After 7 of 10 rounds):

1.	Geoff Aaron (Bet), Alpine, CA	(182/3 wins)
2.	Raymond Peters (G-G), Beaver Dams, NY	(158/1 win)
3.	Ryon Bell (Mon), Canada	(156)
4.	Dennis Sweeten (Mon), Oregon City, OR	(104)
5.	Matt Moore (Mon), Sapulpa, OK	(100)
6.	Michael Bryant (Bet), Bulington, CT	(95)
7.	Chris Bardell (G-G), Millerstown, PA	(85)
8.	Jess Kempkes (G-G), Lincoln, NE	(84/1 win)
9.	Travis Fox (G-G), Montoursville, PA	(80)
10.	Brian Capper (G-G), Ansonia, CT	(68)

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MOTOCROSS

(#7) The Evolution of Motocross
Gary Semics has put together the story of motocross' early days, highlighting 52 years of European and American racing. From the days when British dinosaurs ruled the roost to Jeremy McGrath on his CR250, you'll see it all in this 95 minute video from Gary Semics Video. **$42.95**

(#12) Dirt Devils
Roger DeCoster dissects some of the greatest MX battles: Axton '90 w/Cooper vs. Kiedrowski; Budd's Creek '90 w/Stanton vs. Ward; Mt. Morris '91 w/Stanton vs Bradshaw; Millville '91 w/Bradshaw vs. Bayle; Washougal '92 w/Swink vs. Emig. Additional "Hot Shots" focus on techniques for starts, passing and some spectacular crashes. Narration by Larry Maiers; 60 minutes from Powersports Video. **$33.95**

(#65D) 1994 Motocross des Nations
After 13 years of winning the "Olympics" of motocross, the American team came up second to the British champs. You'll see how it happened in this 90-minute show from Motovideo. **$29.95**

(#68) 1994 World 250cc MX Series Review
Highlights of all the rounds of the '94 250cc MXGP Series featuring Greg Albertyn, Stefan Everts, Donny Schmit, Yves Demaria, Marnicq Bervoets and Kurt Nicoll in their quest for the World Championship. 90 minutes from Motovideo. **$29.95**

(#149) 1994 Budd's Creek 250cc USGP
Team Pepsi-Honda's Yves Demaria shocked the American MX fans when he won the U.S. round of the '94 250cc World MX Championship Series at Budd's Creek, Maryland. Demaria led a massive European revolt eager to beat the dominant Americans at their own round of the World Championships. 47 minutes from Motovideo. **$24.95**

(#162B) '91 AMA Nat'l MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video. **$42.95**

(#162C) '92 AMA Nat'l MX Season Review
The definitive video review of the 1992 AMA National 125, 250 & 500 Motocross Series. Narrated by Larry Maiers; 90 minutes from Powersports Video. **$34.95**

(#162D) '93 AMA Nat'l. MX Season Review
Follow the highlights of the 1993 outdoor Nationals in all 3 classes, from Southwick, Gainesville, Sacramento, Mt. Morris, Unadilla, Buchanan, Glen Helen, Troy, Millville, Washougal, Delmont and Binghamton in the chase for the 125, 250 and last-ever 500 AMA National MX crowns. 90 minutes from Motovideo. **$24.95**

(#162E) 1994 AMA Nat'l. MX Season Review
Narrated by Larry Maiers, it's all here-highlights of the entire 1994 AMA 250cc National MX Championship Series. 60 minutes from Motovideo. **$24.95**

(#2277) This Is Motocross
New to Motocross? Here's everything you need to set you up for this popular sport, from starting out to choosing bikes & equipment, what kind of clubs to join, top action & rider interviews, past heroes and modern supercross. 55 minutes from White Star/Duke Video. **$34.95**

(#2106) 1997 World 500cc MX Series Review
Seeing this series unfold is riveting...watch in awe as the big guns - Smets, King, and Nicoll - charge across your screen through every world round. 90 minutes from White Star/Duke Video. **$34.95**

(#2105) 1997 World 250cc MX Series Review
Everts, Tortelli & Bervoets lead the way through a nail-biting series that will keep you hooked from start to finish. Includes excellent commentary. 90 minutes from White Star/Duke Video. **$34.95**

(#2104) 1997 World 125cc MX Series Review
1997's rivalry between Chiodi & Puzar led to some great battles across mud & sand around the world. Features every round. 90 minutes from White Star/Duke Video. **$34.95**

(#2110) 1997 Motocross des Nations
The world's biggest motocross talents gathered in Belgium to fight for the ultimate crown. Witness what really happened the year America lost MXdN honors. 90 minutes from White Star/Duke Video. **$34.95**

SUPERCROSS

(#50) Arenacross Madness
An action-packed music video showcasing all the best features that have made Mike Kidd's AMA National Arenacross Series such a hit with motorcycle fans all over the United States. 30 minutes from Motovideo. **$24.95**

(#325B) Airtime - Thrills of Supercross
A review of each round of the 1992 AMA Camel Supercross series as Jeff Stanton, Damon Bradshaw, Guy Cooper, Jeff Matiasevich, Jeff Ward and the rest go for the gold. 60 minutes from Motovideo. **$24.95**

(#325C) All Crossed Up
This review of the entire 1993 Supercross season sees the emergence of Jeremy McGrath as "the greatest Supercross rookie sensation" in history. Trying to achieve his own personal record, Guy Cooper tries all season for his first AMA Supercross win in his farewell tour of the series. 1993 also marks the final year for Damon Bradshaw, as he turns in his early retirement. 60 minutes from Motovideo. **$24.95**

(#325E) Lightning Strikes Twice
A review of all 15 Coors Light Challenge rounds of the 1994 AMA Supercross Series as Jeremy McGrath steamrolled the 250cc class on the way to his second consecutive title. Also includes highlights of Eastern and Western 125cc rounds. 60 minutes from Motovideo. **$24.95**

(#325F) Supermac Attack
From Orlando to Las Vegas, follow Jeremy McGrath as he collects his third consecutive AMA-sanctioned U.S. Supercross Series championship in 1995. Includes highlights of 14 rounds with behind the scenes profiles on how it all happens. 60 minutes from Motovideo. **$29.95**

(#325H) Bar to Bar
Jeff Emig swipes the #1 plate away from Jeremy McGrath. See the best talent on the planet go bar to bar in this review of the entire 1997 AMA Supercross Series. Great behind-the-scenes footage and intense racing, one of the best Supercross Series ever! 70 minutes from X-Factor. **$19.95**

TOURING/ROAD RIDING CRUISING

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991 50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Panacom from Progressive Design. **$22.95**

(#213) The Roads of Colorado
Actual footage of selected roads and points of interest throughout Colorado. This video makes an ideal tool for anyone planning a motorcycle trip through the Rockies. 90 minutes from L&M Productions. **$29.95**

(#1293) Postcard from Daytona
Join the millions who make this the world's biggest & most colorful Hog party. Cruise Main Street and Daytona Beach & check out demolition derbies, stunt demos, and sunburned tourists...everything that happened away from the racetracks during Bike Week '96. 61 minutes from White Star/Duke Video. **$34.95**

ROAD RACING

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video. **$33.95**

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video. **$34.95**

(#248A) 1994 AMA Superbike Series Review
Troy Corser, Jamie James, Colin Edwards, Fred Merkel and the rest fight to the finish line in this highlight video of the '94 U.S. Superbike Series. 40 minutes from Motovideo. **$24.95**

(#248B) 1995 AMA Superbike Series Review
With all the familiar top names (Corser, Edwards and Russell) returning to the WSB wars after the first AMA round at Daytona, the Smokin' Joe's dynamic duo of Mike Hale and Miguel DuHamel stormed their way through the rest of America to return the U.S. Superbike Series title back to the Honda mantle. You'll see highlights from each round in this 47-minute show from Motovideo. **$24.95**

(#1492) 1992 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1519) 1993 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1541) 1994 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1559) 1994 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

(#1561) 1995 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1579) 1995 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

(#1705) 1996 Bike GP 500 Series Review
180 minutes from White Star/Duke Video. **$39.95**

(#1580) 1996 Bike GP 125/250 Series Review
120 minutes from White Star/Duke Video. **$34.95**

(#1721) 1997 Bike GP 500 Series Review
The complete official record of Mick Doohan's stunning season & the battles going on around him through all 15 World C'Ship rounds. 3 hours of action, on-bike camera, interviews and informed commentary. 180 minutes from White Star/Duke Video. **$39.95**

(#1581) 1997 Bike GP 125/250 Series Review
This 2 hour official review provides some of the seasons hairiest racing, packing all the 250 rounds and the best of the 125s into some scorching viewing. Includes great on-bike camera. 120 minutes from White Star/Duke Video. **$34.95**

(#1490) On-Bike GP Experience
Race with the best riders of the '92 GP season as the pack give chase just inches away from the camera! Superb sounds of GP bikes in action in full stereo, with rider voice-overs. 65 minutes from White Star/Duke Video. **$34.95**

(#1576) On-Bike GP Experience 2
All-action compilation of the best 1990's on-bike recordings right up to the last GP of '96. Jump into the hot seat with Doohan, Criville, Cadalora, Kocinski, Rainey, Schwantz, etc. as Randy Mamola's commentary guides you around all the famous circuits. 75 minutes from White Star/Duke Video. **$34.95**

(#1537) On-Bike Nurburgring Experience
A rare chance to "ride" this demanding German circuit & learn how the experts do it, then ride with Helmut Dahne on the fastest on-bike lap of the "Ring" ever recorded. 55 minutes from White Star/Duke Video. **$34.95**

(#1480) Best Bike GPs of the Decade
Re-live not just the best action from the '80s, but also the 10 very best races as chosen & presented by the stars themselves: Rainey, Schwantz, Mang, Haslam, Gardner, Pons, Mamola, Lawson, Roberts and Sarron. 55 minutes from White Star/Duke Video. **$34.95**

(#1494) Rainey's Year: 1992
Fascinating insights into the workings of a top GP team as the triple World Champ's greatest season unfolds under the guidance of Kenny Roberts. Follow them from testing to the final victorious race. 75 minutes from White Star/Duke Video. **$34.95**

(#1521) Schwantz: World Champion 1993
He may be gone from the scene - but there's no way you can forget him! Here's King Kevin on his way to winning his first World Championship, with music from Queen, brilliant race action and intimate off-track footage. 60 minutes from White Star/Duke Video. **$34.95**

(#5903) Champion: Kenny Roberts
A profile of the racing career of the legendary Kenny Roberts. 69 minutes from White Star/Duke Video. **$34.95**

(#5904) Champion: Barry Sheene
A profile of the racing career of British GP star Barry Sheene. 65 minutes from White Star/Duke Video. **$34.95**

(#5932) Champion: Mick Doohan
A profile of the racing career of Australian GP star Mick Doohan. 65 minutes from White Star/Duke Video. **$34.95**

(#5901) Champion: Geoff Duke
A profile of the racing career of the legendary Geoff Duke. 59 minutes from White Star/Duke Video. **$34.95**

(#5902) Champion: Giacamo Agostini
A profile of the racing career of legendary Italian GP champ Giacamo Agostini. 75 minutes from White Star/Duke Video. **$34.95**

(#5900) Champion: Mike Hailwood
A profile of the racing career of legendary British champion Mike "The Bike" Hailwood. 60 minutes from White Star/Duke Video. **$34.95**

(#5956) Champion: Phil Read
A profile of the racing career of legendary Phil Read. 70 minutes from White Star/Duke Video. **$34.95**

(#1540) Cutting Edge Bikes
Former racer Mat Oxley tests the championship GP machines of '94 including Mick Doohan's 500cc Honda, Biaggi's 250cc Aprilia, and Sakata's 125cc factory Aprilia. 72 minutes from White Star/Duke Video. **$34.95**

"ISLE of MAN TT"

(#1070) History of the Isle of Man TT
A unique and definitive 3-part video history of the world's most famous motorcycle races, specially commissioned from David Wood, whose archive material is simply unsurpassed. Every Senior race winner is featured and there is action footage from the very first races and every event from 1920 to 1996. A 3-tape collection every TT fan will cherish for years to come. (Part 1: The Early Years 1907-39; Part 2: The Championship Years 1947-76; Part 3: From Strength to Strength 1977-96). 216 minutes total, from White Star/Duke Video. **$69.95**

(#1002) TT Tribute
Rare footage and a must for Mike Hailwood fans. "Diamond Senior '67" was one of the most thrilling TT races ever, with Hailwood on the ill-handling Honda 4 vs the Agostini. "Winning Formula '79" covers Hailwood's 14th TT win. 60 minutes from White Star/Duke Video. **$34.95**

(#1055) Golden Mountain
Two memorable Hailwood years on one video. 1961 was a wonderful record of his stunning TT Jubilee Year debut. the 1963 Senior TT cast Hailwood vs. Hartle & Read in the last glory days of Norton, Matchless, AJS...52 minutes from White Star/Duke Video. **$34.95**

(1296) Mad Sunday: The Fans' TT
The other side of this magic motorcycle festival, from pubs to bands, street parties, sand racing, club meets, and lots more. 60 minutes from White Star/Duke Video. **$34.95**

(#5554) On-Bike TT Experience
"Addictive", "exhilarating", "breathtaking" - just some of the reactions we've had to this unique series which lets you "ride" the fearsome IoM TT circuit on a variety of '90s machinery. Features solo & sidecar footage, stereo bike sounds and rider commentaries. 85 minutes from White Star/Duke Video. **$34.95**

(#5559) On-Bike TT Experience 2
Live the TT in over an hour of superb on-bike and sidecar action. 80 minutes from White Star/Duke Video. **$34.95**

(#5563) On-Bike TT Experience 3
The way it really looks from the rider's eye view around the eye of man...bloody frightening! Features for the first time, on-screen data logging. Scary and totally compulsive - see for yourself why the TT is a road race like no other. 89 minutes from White Star/Duke Video. **$34.95**

(#1285) 1992 Isle of Man TT
A TT that British bike fans will long savor thanks to Hizzy's Senior victory on the Abus Norton and Carl Fogarty's outright record of 123.61 MPH on the last riveting, nail-biting lap. 105 minutes from White Star/Duke Video. **$34.95**

(#1288) 1993 Isle of Man TT
Watch Hailwood's TT record fly out the window as Joey Dunlop scores his 15th win. 105 minutes from White Star/Duke Video. **$34.95**

(#1295) 1994 Isle of Man TT
"The 11th Milestone"...best action from every race & on-bike footage in nearly every class (including the fastest-ever with Steve Hislop). 120 minutes from White Star/Duke Video. **$42.95**

(#1300) 1995 Isle of Man TT
"Smokin' Joey"...full scorching story of Joey Dunlop's claim to "most successful TT rider ever". 146 minutes from White Star/Duke Video. **$42.95**

(#1601) 1996 Isle of Man TT
"Natural Born Winners"...the longest-ever TT long review, bursting with great action, on-board cameras, chat and TT "color" in one big program. 151 minutes from White Star/Duke Video. **$42.95**

(#1604) 1997 Isle of Man TT
"Blazing Saddles"...Over 2 hours of scorching 90th anniversary race action filmed trackside, on-bike and from the air, backed by a thundering soundtrack. 140 minutes from White Star/Duke Video. **$42.95**

TRIALS

(#208A) 1996 Wagner Cup World C'Ship Trial
The best in the world came to the Stepping Stone Ranch in West Greenwich, Rhode Island for round #4 of the 1996 World Championship Series. See the American force put on their best effort vs. the world talent of Jordi Tarres, Marc Colomer, Dougie Lampkin and the rest in this double-tape package. 4 hours from Technovideo. **$39.95**

(#2043) This Is Motorcycle Trials
Packed with advice for beginners from maestros Sammy Miller and Steve Colley; also full of history and interesting info for developing riders. 60 minutes from White Star/Duke Video. **$34.95**

(#2056) This Is Advanced Motorcycle Trials
World Championship Techniques are demonstrated and explained by 1997 Trials des Nations winner Steve Colley, including 180-degree turns, back-wheel balancing and other advanced moves. 62 minutes from White Star/Duke Video. **$34.95**

(#2047) Extreme Trials with Steve Colley
This brilliant tape offers one-to-one tuition from one of the world's leading trials exponents on mastering the most difficult maneuvers imaginable. 60 minutes from White Star/Duke Video. **$34.95**

(#2057) Trials Superstars
The world's best in action at the 1996 Sheffield Indoor Arena Trial. 55 minutes from White Star/Duke Video. **$34.95**

(#2061) 1997 Sheffield Arena Trial
Great close-up camera work shows international stars Colomer, Lampkin, Colley, etc. performing exceptional trials maneuvers over man-made obstacles, while trick-cyclist Ot Pi dazzles the crowd with his own brand of magic. 55 minutes from White Star/Duke Video. **$34.95**

(#208B) 1997 Wagner Cup World C'Ship Trial
All the top riders at the top of the High Sierras compete at Norm Taylor's Donner Ski Ranch. Spectacular rock formations challenge Marc Colomer trying to keep his title crown; Dougie Lampkin ascends to the top; Japanese teenagers Kuroyama & Fujinami put pressure to the stars, Tarres in his swan song season, and Cobos jumps to the podium. 4 hours from Technovideo. **$39.95**

SPEEDWAY

(#45G) 1997 U.S. Speedway National C'Ship
In a one-night, winner-take-all format, for the 28th consecutive year, the top 16 speedway racers from the United States meet at Orange County Fairgrounds in Costa Mesa, California. Bruce Flanders, Terry Clanton, Margo King, and Scott Daloisio call the action. Features the #1 and #2 riders in the world, and the best in the US! 60 minutes from RAZ Video. **$29.95**

(#5950) Champion: Barry Briggs
A career profile of legendary British world champion speedway racer Barry Briggs. 75 minutes from White Star/Duke Video. **$34.95**

DIRT TRACK

(#182) Smooth Moves
A review of the 1990 Camel Pro Series Championship, as Scott Parker and Chris Carr dueled all year for the title. 60 minutes from Missing Link Video. **$34.95**

VINTAGE

(#118) Enduring Memories
Original narrated footage of classic enduro competitions, including the 1962 & 1964 Jack Pine Enduro, and the 1959 Greenhorn Enduro. This video illustrates how the bikes changed the sport in just five years. 45 minutes from Missing Link Video. **$34.95**

(#1007) Against the Odds: Jarno Saarinen
The only film made in the '70s which chronicled the short, dazzling career of one of the most talented motorcycle racers of all time. 75 minutes from White Star/Duke Video. **$34.95**

(#1027) Multi-Cylinder Magic
MV Agustas, Benellis & the Honda-6, back on the tracks of Europe in '95 with the men who made them famous. A real treat for the eyes and ears! 70 minutes from White Star/Duke Video. **$34.95**

(#1602) TT Classic Magic
A nostalgic celebration of classic TT sights and sounds. Includes highlights of Moto Guzzi's 75th anniversary gathering, the '96 Classic Parade, VMCC rallies, club meets and unique on-classic-bike camera footage. 85 minutes from White Star/Duke Video. **$34.95**

(#1258) Classic Superprix '89
Join Surtees, Taveri, Minter & Marshall at the largest gathering of ex-works GP bikes since the '50s - MV's, Gilera, the supercharged '39 AJS V-4 & Porcupine and the only running Honda-6 & Norton Cosworth! 52 minutes from White Star/Duke Video. **$34.95**

(#1292) Daytona Classics '96: Return of the Legends
Soak up the unique flavor of the big AHRMA Monday at Daytona International Speedway with Duke and Gilera, BMW's Battle of the Legends, Stroud on the Britten, on-bike Harley footage and more. 60 minutes from White Star/Duke Video. **$34.95**

(#8) Castrol History of Motorcycle Racing
Three-volume series from the David Wood archives of world-class motorcycle road racing. Volume 1: How It All Began & the TT (62 minutes); Volume 2: Birth of the GP & the Japanese Arrival (73 minutes); Volume 3: The Other Champions & Pressure, Money and the Need to Win (65 minutes). From White Star/Duke Video. **$99.95**

(#1069) Classic Racer Experience
Here's your chance to join Dave Roper around the Isle of Man TT circuit on a Matchless G50 with all the classic sounds and sights on the big single. 30 minutes from White Star/Duke Video. **$29.95**

(#1034) V-Four Victory
A seriously addictive all-time best-seller with action from the '83 Ulster GP and Honda vs. Suzuki "megabike" challenge, plus a classic mind-blowing lap of the TT course with Joey Dunlop. 50 minutes from White Star/Duke Video. **$29.95**

(#1090) Old Indians Never Die
A rare treat for Indian fans, tracing the story of a devoted group of Indian riders and their bikes on an epic rally from the US to Scotland. Also packed with wonderful bike talk and nostalgic archive footage. 38 minutes from White Star/Duke Video. **$34.95**

(#144) Vintage Cycle Journal
The first in a series from the Machines of Iron collection, this video takes you to The Shop's annual vintage motorcycle rally in Ventura, California for a close-up look at these machines and the men who collect them. 37 minutes from Spinnaker Presentations. **$24.95**

ENDURO & DUAL SPORT

(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Walidurn, West Germany. 60 minutes from Powersports Video. **$34.95**

(#95) Paris To Dakar 1989
For 21 days, 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video. **$34.95**

(#110C) 1993 Blackwater 100
This special extended-length Blackwater video brings you all the mud bogs, river crossings, and difficult mountainous terrain on the infamous Blackwater 100. Narrated by Larry Maiers. 77 minutes from Motovideo. **$24.95**

(#190) 1993 LA to Barstow to Vegas
Join over 400 riders in the biggest dual sport classic of the year. Enjoy this legendary trail ride on Thanksgiving weekend 1993 as they ride from Los Angeles (Colton), California on Saturday, and continue from Barstow to Las Vegas on Sunday. If you rode this event, you're probably on this video! 110 minutes from NPG & Company. **$34.95**

(#210A) 1994 Colorado 500
Join celebrities such as Malcom Smith & Wally Dallenbach for this famous 1000-mile trail ride through Colorado's small towns and Rocky Mountains in late summer '94. 90 minutes from L&M Productions. **$29.95**

(#210B) 1995 Colorado 500
A review of some of the highlights of the first 20 years of the Colorado 500; along with a look at the 1995 ride, covering 800 miles of beautiful Rocky Mountain trail riding scenery. 90 minutes from L&M Productions. **$29.95**

(#211) 1994 Cycle News Loretta Lynn DS Ride
Get in on the springtime fun at this round of the '94 AMA National Trail Ride Series at the scenic Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee. 60 minutes from Kern Video Productions. **$29.95**

(#212) The Trails of Colorado MC Trail Guide
Highlights of 18 different trail systems throughout Colorado. Excellent primer for trail riding and dual sporting in the Colorado Rockies. 90 minutes from L&M Productions. **$29.95**

(#1020) Ride Like the Wind
An escape video for the armchair dreamer...Join a free-wheeling band of Yamaha adventurers for fantastic off-road journeys across Egypt, Australia, Utah's Monument Valley, and Paris to Capetown. 90 minutes from White Star/Duke Video. **$34.95**

(#1798) Incas Rally
Riders from 13 countries face challenging tests in the jungles and mountains of Peru. From Amazon mud to white water rafting with the bikes on board! 50 minutes from White Star/Duke Video. **$34.95**

VIDEO MAGAZINES

(#57) Ride With Roeseler
It's a virtual-reality ride with Team Kawasaki's 10-time Baja 1000 winner Larry Roeseler! Join speedway legend Gene Woods and ESPN2's Jerry Bernardo for a hilarious visit to the Roeseler home, then on to harass National Enduro Champion Ty Davis. Follow Larry Roeseler along on the trails he used to train to win 10 Baja 1000 events. Combine incredible scenery with great helmet-cam footage with an original music soundtrack for the best off-road riding video ever. 45 minutes from Motovideo. **$24.95**

(#1763) Route 66
This nostalgic program takes a trip along America's beloved highway, from Chicago to Los Angeles, exposing the now "hidden" America that modern freeway riders never see. Discover why there is such great interest in restoring this piece of Americana. 105 minutes from White Star/Duke Video. **$24.95**

(#1564) Fast Riding the Roberts Way
A unique insight into the Kenny Roberts Training Camp in Barcelona, Spain where he and Randy Mamola discuss the benefits of passing their experience on to the school's participants. 65 minutes from White Star/Duke Video. **$34.95**

FREE RIDING & CRASHES

(#10) Crusty Demons of Dirt
The original out-of-control freestyle video! Jam-packed with free riding, jumping, and aerial insanity all set to a hard rocking soundtrack. Includes one of the most talked-about video scenes ever: Seth Enslow's huge dune crash. Includes action with Jeff Emig, Jeremy McGrath, Ryan Hughes, Mike Metzger, Phil Lawrence, Larry Roeseler and more. (This is the "edited" version)...30 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

(#10A) Crusty Demons of Dirt: 2
This sequel is loaded with hardcore riding, jumping, and aerial insanity, all set to a skate/rock soundtrack. Watch these riders go off!...Jeremy McGrath, Jeff Emig, Seth Enslow, Mike Metzger, Ryan Hughes, Joel Albrecht, Mike Healey and more. Locations include California, Oregon, South Africa, Nambia and Mexico. 40 minutes. A Flesh Wound Film distributed by Fox Video. **$29.95**

(#10B) Crusty Demons of Dirt: 3
Fleshwound Films releases the '97 edition of the title that launched a thousand freestyle videos. Includes footage of Pestrana, Dymond, Seth Enslow, Hughes, Lawrence, Metzger, Stephenson, Goodman, Linkogle, Deegan, Rusty Setzer and Bubba, all with insane great stunts. Filmed around the world including Brazil, Florida and California. 35 minutes from Fox Video. **$24.95**

(#58) Sick Air
Get sick with "Sick Air!" Follow moto-maniacs Brian Manley, Rich Taylor, Phil Lawrence and others in search of the ultimate motocross adventure. Hot new music from Purple Bosco, Razed in Black, Bracket is your backdrop to the sickest footage ever assembled on one video. 30 minutes from Motovideo. **$24.95**

(#59) Get Off!
A high-energy compilation of all the best crashes from the Motovideo archives. Includes many never before seen "get-offs" that are truly incredible. Original killer soundtrack by Strung Out, Snuff, Wizo, Lag Wagon, and Bracket. 30 minutes from Motovideo. **$24.95**

(#61A) Throttle Junkies
Join Damon Huffman, Mike Metzger, Mike Brandes, Craig Johnson, Brian Deegan, Nathan Fletcher and Larry Linkogle as they jam the carb needle to full tilt all over California. 30 minutes from Motovideo. **$24.95**

(#62) WhatUp!
The new generation video from Full Throttle Production that brings out insane aerial maneuvers by featured riders Ty Davis, Jeff Emig, Damon Bradshaw, Mike Craig, Damon Huffman, Ryan Hughes, Kyle Lewis, Phil Lawrence, Marty Smith, Rich Taylor, Ray Sommo, Nathan Fletcher, and introducing "Turtle." Original soundtrack by Royal Crown Review, Crux, Voo Doo Glow Skulls, MXPX, No Fun At All, Malfunction, Youth Brigade, NO FX, Pennywise, and Rancid. 30 minutes from Motovideo. **$29.95**

(#63) Motocross Wipeout
Hundreds of gnarly crashes featuring slow-motion replays with a music video format. Footage from motocross and supercross events around the country. 60 minutes from Motovideo. **$19.95**

(#85) Gary Rothwell: Showtime
Gary Rothwell brings you the ultimate superbike stunt experience on this "official" video. Packed with high-speed wheelies, donuts, stoppies and includes Rothwell's 143MPH 'Ski' Record run skidding behind the bike on his feet. If you've ever seen Rothwell perform, this is a "must-have" tape. 30 minutes from X-Factor, **$29.95**

(#120) Terrafirma
The original big air freestyle Fox video featuring wild antics by Doug Henry, Ezra Lusk, Robbie Reynard, Ricky Carmichael, Travis Pastrana, James Stewart, and the King of Rock n' Roll. Soundtrack by Pennywise, Alice in Chains, Lucy's Fur Coat, Future Sounds of London and Soundbox. 35 minutes from Fox Video. **$24.95**

(#120A) Terrafirma2
Incredible footage of Jeremy McGrath, Doug Henry, Steve Lamson, Robbie Reynard, Mike Metzger, John Dowd, Ezra Lusk, Ricky Carmichael, Pedro Gonzalez, and the late Donny Schmit. Soundtrack by Mad Season, Face to Face, Corrosion, Pennywise, and Sprung Monkey. 45 minutes from Fox Video. **$29.95**

(#120B) Terrafirma 3
Terrafirma is everything you'd expect in this series and MORE! More locations, riders and insanity! Filmed in France, Australia, Oregon, Utah, Maryland, Michigan, Tennessee, you'll see all the big names in motocross: Jeremy McGrath, Lamson, Metzger, Danny Ham, Dowd, Lee Hogan, Windham, Henry, Bradshaw, Ricky Carmichael. Over 30 minutes from Fox Video. **$29.95**

(#120C) Terrafirma 4
Produced by renowned snowboard filmmaker Mike Hatchet, filmed at secret locations in Chile and Canada. Other sites include Montana, Washington, Las Vegas, Southern California, Florida and the Bay Area. Riders include: McGrath, Metzger, Lusk, Windham, Torronteras, Carey Hart, Guy Perrette, Ian Pauluk, Brian McGavrin, and Andy Bowyer. Music by Testament, MD. 45, and Primus. 35 minutes from Fox Video. **$29.95**

(#121) FLY
Check out this spring' 96 release from Fox...featuring Fox stars Jeremy McGrath, Damon Bradshaw, Mike Metzger, Doug Henry, John Dowd, Kevin Windham, and Serge Guidetty, pulling off incredible aerial maneuvers at places like the Paris and Anaheim Supercrosses, Glamis Dunes, Secret Honda Test Tracks, White Sands, Ocotillo Wells and Gatorback. Music by Single Gun Theory, Eric B. & Rakim, Sprung Monkey, SNFU, NoFX, and Shelter. 35 minutes from Fox Video. **$29.95**

(#122) Air Raid
The first and foremost ragin' hardcore footage in motocross, snowboard, wakeboard, BMX and surfing ever compiled in one video. Air Raid is a jam-packed assault of free riding, tube rides, jumping, crashing, and dogfights, with an awesome soundtrack. 35 minutes from Fox Video. **$29.95**

(#123) Jeremy McGrath / Steel Roots
Highlights McGrath's incredible freestyle ability and his lifestyle as he shreds his way around the US throughout 1997. Insider look at candid and fun clips of McGrath, along with buds Jimmy Button, Mike Metzger, Guy Cooper, Grayson Goodman and Ryan Hughes. 35 minutes from Fox Video. **$24.95**

(#130) Performance Bikes: Video Nasty
Britain's biggest motorcycle magazine goes to video with a variety of sick, stupid, funny and dangerous ways of testing the fastest sportbikes on the continent. Features include viewer's crash videos, stuntmasters Gary Rothwell performing on his superbike, trials ace Jason Finn, group tests of 900 and 600 superbikes, the '96 Frenzy event, and more extreme superbike wheelies and stoppies than should be allowed on any pavement tape. 55 minutes from X-Factor. **$29.95**

(#131) Disturbing the Peace
SMP presents a film by Pat Solomon which includes Seth Enslow, Jeff Emig, Brian Manley, Mike Jones, Larry Linkogle, Tim Ferry, Anthony Pocorobba and more, with a bizarre claymation series of scenes throughout. Soundtrack includes Suicidal Tendencies, Bad Religion, NOFX, Sublime and more. 35 minutes from X-Factor. **$29.95**

(#132) Moto-XXX
The debut video from Quick Fix Films featuring Mike Metzger, Kyle Lewis, Tommy Clowers, Brian Deegan, Jeff Emig and a whole cast of sick monkeys. Music by Lagwagon, Snuff, Good Riddance, NOFX, Strungout and more. Contains some explicit language and situations. 30 minutes by Quick Fix Films from X-Factor. **$29.95**

(#132A) Moto-XXX 2: Hellraisers
Quick Fix Films presents the sequel to the original Moto-xXx...living up to its image, this one's even more crazy than the first. Riders include Swink, Huffman, Taylor, Pichon, Willoh, Linkogle, Roncada, Pingree, Ramsey, and more. 32 minutes from X-Factor. **$29.95**

(#133) Horizontal
The first all-Aussie freestyle video features top Oz riders blasting dirt and sand dunes & getting massive air; also includes some watercraft and karting footage. Soundtrack includes tope Aussie bands. 32 minutes from X-Factor. **$29.95**

(#133A) Horizontal 2
The upside-down, sideways and hangin' out MX freestyle sequel from Down Under. Check out the Aussie Thumper Nat'ls., Jet Ski action, Shane Watts, Manjimup, Oz Supercross and more. Filmed in Western Australia, Queensland, New South Wales, Victoria, and South Australia regions. 40 minutes from X-Factor. **$29.95**

(#134) Organ Donors
Variety mixed with insanity is the theme of this video...Freestyle motocross, big wave watercraft action, snowmobiles blasting giant snow "dunes" in Alaska, big air on quads, trials tricks, and more. 40 minutes by Pat Solomon for Fusion Films, from X-Factor. **$29.95**

(#136) Quatros Locos
Remember what the original Crusty video did for free riding? This is the video that will do the same for quads. Until you see it, you have no idea what these guys can do. Filmed throughout the USA and in England and Thailand, you'll never dis these guys again. 30 minutes from X-Factor. **$29.95**

(#137) Sandtraxx #3
Nothin' but sand and quad ATV's in this look at the SoCal dune culture. 47 minutes from X-Factor. **$24.95**

(#142) Full Power Trip
THOR Racing's benchmark 1997 video by Fusion Films, featuring Ryan Hughes, Larry Roeseler, Jeff Emig, Taylor, Antunez, Lewis, Willoh, Amaradio, Torronteras and more, filmed in Japan, Hawaii, Mexico, and downtown LA. 30 minutes from X-Factor Video. **$24.95**

(#147B) Mud, Sweat & Gears
Wall to wall action with flying mud, endos, loop-outs, and crashes. Footage from Ohio's Treaty City Peace Pipe Enduro shows it's a worthy successor to the gone-but-not-forgotten Blackwater 100. 60 minutes from Motovideo. **$24.95**

(#150) Vidiots Anonymous
Brian Manley, Jeff Willoh, Doug Parsons, Jeff Emig, Mike Cinqmars, Micky Dymond, and Ricky Carmichael, Super Joe Reed, Johnny Airtime, and more whip some seriously sick air in this vidiotic music video. Parental Advisory (Explicit Lyrics). 30 minutes from Thrust Productions. **$29.95**

(176A) Crash Impact II
Over 100 crashes & spectacular mishaps in a dozen categories of motorsports. 55 minutes from Powersports Video. **$24.95**

(#179A) Bike Wars
The most memorable moments of mayhem including Harleys, Superbikes, Dirt Track, Isle of Man, Hillclimb, Blackwater, Pro MX and more. 60 minutes from Powersports Video. **$29.95**

(#1793) Evel Knievel's Spectacular Jumps
From the legendary Caesar's Palace crash to him impossible attempt at Snake River Canyon, Evel Knievel earned his reputation as the world's bravest daredevil. Relive his greatest triumphs and his bone-breaking defeats with this spectacular collection of breathtaking motorcycle jumps. 30 minutes from White Star/Duke Video. **$19.95**

(#1792) Evel Knievel: Last of the Gladiators
The incredible story of the world's greatest daredevil as told by Evel Knievel himself! Reveals the true saga of a 20th century gladiator. 100 minutes from White Star/Duke Video. **$24.95**

(#5268) Best of Havoc
A great gift for any powersports fan. The craziest '80s crashes from Formula Ford, truck racing, motocross, road racing, Paris-Dakar, etc. 60 minutes from White Star/Duke Video. **$24.95**

(#5271) Best of Havoc 2
Over 200 contenders from nearly every 90's motorsport compete for "most spectacular wipeout". 60 minutes from White Star/Duke Video. **$24.95**

(#5260) Bike Havoc
Haslam, Schwantz, Lawson, Thorpe, Pons, Sarron, Gardner, etc. bomb out in spectacular style in over 150 incidents from road race GP's, IoM TT, MX, Drag Racing, Beach Races, Trials and Paris-Dakar. 55 minutes from White Star/Duke Video. **$24.95**

(#5274) Havoc 14
Over 200 of the most recent crashes and wipeouts from the accident-packed world of top class '90s motorsports & dirtbike sports, plus gems from the archives and thumping on-board accident footage. 60 minutes from White Star/Duke Video. **$24.95**

(#2501) Crash Kings MX
From motocross GP battlegrounds to max-attack schoolboy MX - is no one safe? 55 minutes from White Star/Duke Video. **$24.95**

(#5143) Crash Kings Bikes
150 spectacular crashes from '92-'93 GPs, Harley racing, US Superbikes, IoM TT and desert racing. 60 minutes from White Star/Duke Video. **$24.95**

(#5139) Crash Kings Bikes 2
Over 180 wipe-outs from '90s Grand Prix, ice and Thunderbike racing with witty and well-informed commentary by Randy Mamola and Chris Carter. 60 minutes from White Star/Duke Video. **$24.95**

(#5279) Crash Kings Bikes 3
The most spectacular wipe-outs from the 1996-'97 Grand Prix. Excellent film quality, excellent commentary - crazy crashes! 60 minutes from White Star/Duke Video. **$24.95**

(#5552) The Ultimate Ride
Thrill-seekers only need apply as we strap you into over 20 unforgettable rides including the Tornado rollercoaster, GP bike, parachute, etc. 60 minutes from White Star/Duke Video. **$34.95**

(#5556) Ultimate Ride 2
Thirty explosive rides that will take your breath away! Nemesis rollercoaster, Europe's best aerobatics teams, Isle of Man TT, Ice Karting, Hot Rods & more. Hold on! 72 minutes from White Star/Duke Video. **$34.95**

(#143) 5th Gear Pinned
A film by Zeroed-In Productions, featuring Damon Huffman, Mike Craig, Casey Lytle, Kyle Lewis, Mike Cinqmars, Ray Sommo, Rich Taylor, and Mike Jones, Trigger Gumm, Jeff Willoh, Brian Ferrell, Shaun Perolio, Rusty Holland & Adam Pierce. Soundtrack by Anthrax, Testament, SNFU, RKL, Grip, Vicious Rumors, Bouncing Souls. 35 minutes from X-Factor. **$29.95**

INSTRUCTIONAL AND TECHNICAL

(#21) Fundamentals of Off-Road Riding
Dick Burleson covers suspension setup and fundamental riding technique. 42 minutes from Thumper Racing. **$43.95**

(#22) Advanced Techniques of Off-Road Riding
Dick Burleson explains advanced motorcycle setup and riding techniques for challenging terrain and obstacles. 26 minutes from Thumper Racing. **$38.95**

(#23) Practical Tire Changing
Dick Burleson shows how to make short work of changing off-road motorcycle tires, both with tubes and the popular bib mousse insert. 23 minutes from Thumper Racing. **$28.95**

(#30) Cartridge Fork Service & Tuning
Dirt Rider Magazine's tech editor Eric Gorr shows you how to do comprehensive service and tuning on Kayaba and Showa cartridge forks. Applicable to dirt and street bikes. Includes bonus 10-page manual. 95 minutes from Forward Motion Video. **$35.95**

(#31) 2-Stroke Engine Design & Tuning
Dirt Rider magazine's Eric Gorr demonstrates how to use TSR computer programs to design cylinder porting, combustion chambers and pipes. Learn how to use porting tools and a lathe to machine engine parts. Includes bonus 30-page manual. 120 minutes from Forward Motion Video. **$45.95**

(#32) Two-Stroke Engine Rebuilding
Eric Gorr demonstrates how to rebuild the lower end of 2-stroke dirt bike engines. Learn techniques for transmission diagnostics & repair, plus handy tips for installing crankshafts & bearings. Supplemental manual included. 75 minutes from Forward Motion Video. **$34.95**

(#33) Rear Shock Service and Tuning
This video service manual by Eric Gorr is geared toward Kayaba and Showa single rear shocks used on many modern off-road and sport bikes. Learn everything from routine service to trouble-shooting and revalving. Supplemental manual features many helpful tech article reprints plus a guide to parts sources. 75 minutes from Forward Motion Video. **$34.95**

(#34) 4-Stk Performance Tuning & Maintenance
Eric Gorr demonstrates engine rebuilding and performance tuning for Japanese 4-cylinder 16-valve street bike engines. Highlights include computer-based tuning software, flow testing, and porting techniques. 160 minutes from Forward Motion Video. **$44.95**

(#35) Gary Semics MX Techniques #1
Covers all the important techniques & shows how to practice them. Shows top pros using these techniques in race action. Slow motion and stop action make it easy to see and understand. 33 minutes from Gary Semics Video. **$32.95**

(#36) Gary Semics MX Techniques #2
More advanced than "Tape #1," expands & describes in more detail all the important techniques & fundamentals. Also shows what it takes to reach the top. 65 minutes from Gary Semics Video. **$42.95**

(#37) Gary Semics MX Techniques #3: Jumping & Whoops
Shows how to practice & master all aspects of jumping & whoops. Teaches approach speed, rear brake control, compression & rebound, clutch & throttle control, body movement, and foot placement. 40 minutes from Gary Semics Video. **$42.95**

(#38) Gary Semics MX Techniques #4: The Difference Between Amateurs & Pros
Jeremy McGrath's personal trainer, Gary Semics, uses his new 4-step video process to teach you the not-always-obvious differences between the best riders - and everyone else. Featuring footage shot in early '96, you'll see where Jeremy and other top riders train during the winter. Whether you plan to make MX a fun hobby, or become a full-on pro, the main objective of this video is to make you a better rider. 60 minutes from Gary Semic Video. **$42.95**

(#39) Gary Semics MX Techniques #5: What To Do On Race Day
Breaks down & describes how to prepare yourself through race day, how to focus your energies, what habits to develop so you'll be ready to race when the gate drops, and how to keep yourself in the right state of mind to perform at your best. 40 minutes from Gary Semics Video. **$34.95**

(#40) Gary Semics MX Techniques #6: Eliminating Arm Pump
Training methods & strategies for racing with strength & endurance in your arms, not lactic acid "arm pump." Learn how to condition your arms for motocross performance. Includes advice on pre-race warmup & massage, and diet & supplement tips. Bonus footage of extreme aerials with McGrath, Hughes & Metzger in SoCal. 21 minutes from Gary Semics Video. **$24.95**

(#170) Sweet Spot Video Library Set
Six tape set of instructional/technical sportbike performance videos covering "Track Preparation," "Tires, Chassis & Suspension," "Carburetion & Exhaust Systems," "Performance Systems," "Dialing In," and "Motorcycle Hygiene," featuring instruction from motorcycle performance industry experts on each topic. Total time all 6 tapes, 9 hours & 45 minutes from Diversified Media. **$204.95**

(#171A) Sweet Spot Video: Track Preparation
Covers: Rider safety equipment (leathers, body armor, boots, gloves, helmets, face shields); motorcycle bodywork (replacing original stock bodywork and fitting with fiberglass, finishes, fasteners, what to remove for the race track, catch bottles, number plates); custom painting helmets; tech inspections. Featured experts are Stoughton Smead of Motorace/Dainese; Troy Kirkpatrick of TK Designs; Gary Lenzmeier of Body by Northstar; Jim Leonard of Vance & Hines; Rick Marlin of Fog City; and Al Hathaway, LRRS Chief Technical Inspector. 113 minutes from Diversified Media. **$29.95**

(#171B) Sweet Spot Video: Tires, Chassis & Suspension
Covers: Suspension preparation (preload, damping, rebound, compression, sag, trail, ride height with effect to chassis alignment); front forks (oil weight, springs, valving); tire tread pattern (DOT vs. race, compound, carcass, wheel size and tire size, profiles, tire development, radial vs. bias, grip and surface patch, expense, scuffing a new tire, tuning the tire, heat cycles, pressures, pyrometers, braking, tire warmers). Featured experts are Dale Rathwell, Yamaha Suspension Engineer; and Ken Williams of Michelin Tire. 90 minutes from Diversified Media. **$43.95**

(#171C) Sweet Spot Video: Carburetion & Exhaust
Covers: Aftermarket exhaust systems (pipes and mufflers, slip-ons vs. stock mufflers; carburetion (carburetor jetting, setting float levels, relationship between mixture screws and synching carbs, selecting the proper jet kit, how to use carb sticks and 4-gas analyzers). Featured expert is Marc Salvisberg of Factory Professional Tuning. 110 minutes from Diversified Media. **$43.95**

(#171D) Sweet Spot Video: Performance Systems
Covers: Oils & fluids (petroleum vs. semi-synthetic vs. fully synthetic, engine cleanliness, oxidation, break-in/seating time period and method, viscosity, lubrication & horsepower, heat transfer, additives, fork oils, storage lubricants); cooling systems (water wetter, chassis lube); drive train (chain 520 vs. 530 conversion, O-ring vs. non O-ring, master link vs. rivet, chain tension adjustment, sprockets, brake and clutch lines, brake pads, brake fluids, rotors, ignition advancer); safety wiring. Featured experts are Cliff Sherlock of Red Line Oil and Jim Leonard of Vance & Hines. 100 minutes from Diversified Media. **$39.95**

(#171E) Sweet Spot Video: Dialing In
Covers: Trackside tuning; dialing in the bike for rider's style and track conditions; suspension; jetting; tire tuning; and gearing (includes on-board video). Featured experts are Kurt Hall, 18-time national sprint champion and national endurance champion; Lawrence Bolton of Dynojet; Jeff Johnston of Metzeler Motorcycle Tires; Dave Schlosser of Dutchman Racing; and Jim Leonard of Vance & Hines. 90 minutes from Diversified Media. **$44.95**

(#171F) Sweet Spot Video: Motorcycle Hygiene
Covers: Cleaning the motorcycle (products and finishes); winterizing and storage (lubricants, fuel system, carburetor, battery, bike finish and storing, apparel); prepping your bike for new season (inspection and servicing of tires, oils, fuel and starting). Featured experts are Rob Douglas of BIS Imports and Jeff Haynor, the series host. 60 minutes from Diversified Media. **$24.95**

MOVIES

(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design. **$37.95**

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design. **$37.95**

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix- 90 minutes from X-Factor. **$44.95**

(#140A) On Any Sunday II
The follow-up to the original greatest motorcycle movie of all time. Close-up looks at the motorcycle stars of the mid-70's including Bruce Penhall, Brad Lackey, Bob Hannah, Kenny Roberts, and more at the top of their form. 90 minutes from X-Factor Video. **$29.95**

(#141) Legacy
Join Roger DeCoster, Bob Hannah, Jeff Ward and Rick Johnson as they reminisce about their careers and epic battles as this film threads its way throughout the evolution of motocross from it's roots in the early 70's to the star-studded 90's. No true motocross fan should be without this video. 70 minutes from X-Factor. **$34.95**

(#181) Heavy Duty: 90 Years w/ H-D
An all-around look at the H-D mystique, from the 90th anniversary celebration in Milwaukee to Sturgis and Daytona; a look at the various big twin designs, a tour of the Milwaukee factory, custom built Harleys and racing, too...Harley drag racing, dirt track and road racing, including some spectacular crashes. 70 minutes by Duke, from White Star Video. **$32.95**

WHATS NEW?

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- Sandtraxx #3
- Gary Semics MX Techniques #5: What To Do On Race Day
- Gary Semics MX Techniques #6: Eliminating Arm Pump
- Vidiots Anonymous

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HELP WANTED

Sales Reps Wanted
Big Gun, the Four Stroke Exhaust Company, is currently looking for independent sales reps for the entire 50 states. Please call for information. (909)948-7029. CA

Service Manager Wanted
Busy Florida Yamaha, Kawasaki dealership needs experienced, professional. $30,000 salary. Lightspeed knowledgeable. Great benefits. (407)299-9191. FL

Full Line Dealer Is Expanding
Busy Southern California full line motorcycle, jetski shop looking for qualified mechanics, service writer and warranty clerk. Paid holidays, vacation and health benefits available. Call now ask for Chad or Brian. (619)278-6635. CA

Parts Manager, Phoenix AZ
Large parts and accessory store with service department is looking for experienced Parts Manager. Knowledge of ATV's, motorcycles and pwc's. Full time with benefits. Fax resume (602)582-0257. AZ

Technicians/Parts Mgr
Career opportunity, top pay, health insurance, 401K, 5 day week, resort area, Sea-Doo, Polaris, Suzuki. We race MX. Looking for motivated caring individuals who take pride in themselves and the company they work for. Housing possible. Send resume P. O. Box 4305, Hot Springs, AR, 71914.

Technician
Central PA full line Yamaha dealer needs experienced technician. Snowmobile and pwc experience a plus. Excellent pay and benefits package for the professional. Send resume with salary requirements to: Duane Summers, 1101 Slate Hill Rd., Camp Hil, PA, 17011. (717)761-6192 or fax to (717)761-6195. PA

Accessory / Parts Person
Come join our team! Largest motorcycle dealership in Charlotte has immediate opening. Looking for highly motivated, long term employees. Good work environment, competitive pay and benefits. Call Chuck at (704)394-7301. NC

Dynojet Openings In Las Vegas
Dynojet Research, makers of world-famous motorcycle jet kits and chassis dynamometers is looking for one experienced motorcycle technician and one product sales specialist to fill new positions due to our growing business. Want an exciting career and great benefits? Call our Human Resource Department @ (406)388-6058 or write to 200 Arden Drive, Belgrade, MT, 59714 or email dianne@mail.dynojet.com. NV

Motorcycle/Watercraft Techs and Customer Service Rep Wanted
Entry level to experienced. Stable 6 line dealer. Benefits. Bert's Motorcycle Mall, Azusa, CA, (626)334-1288. See Scott or Erik. CA

Fun Sales, Sell Fun
Established, enthuastic customer service orientated eight line dealer in the heart of the best mx and street riding in SoCal, close to w/c recreation areas is breaking new ground and expanding our sales team. If you would like to be a part of our winning team please fax @ (909)687-3819 or call Mark @ (909)687-1300. CA

Service Technicians
Established Honda Yamaha Kawasaki Suzuki dealership, is looking for experienced technicians. Outstanding pay plan and benefits for the right individuals. We're looking for long term people to help take us into the millenium. Contact Bill or Jeff (815)727-6166 or fax resume to (815)727-9808. IL

Sales Person Wanted
Excellent sales program, totally new professionally designed store selling Honda, Suzuki and Yamaha in Riverside, CA. (909)943-2061 ask for Steve.

Parts/Service Tech and Sales People Needed
Expanding motorcycle and watercraft dealership looking for an experienced parts and sales person.Looking for entry level service technicians capable of working on motorcycles and pwc. Great pay and great area to live in. Contact Ali at (805)254-2929 or fax (805)254-5926. CA

Harley Service Tech
Experienced and certified H-D tech needed. Machine shop and race experience preferred. Located in Wisconsin between Milwaukee and Green Bay. Willing to help in relocation. Contact Hansen Motorcycles (920)684-0237. WI

Parts Counterperson
Experienced, computer oriented, good wages and benefits. Call Vic Saba (714)646-2428, fax resume (714)645-3251. CA

Service Technician
Experienced mechanic needed for busy shops. Year round work and excellent pay available in both Salem and Eugene. Clean, new facilities. Fax Dave at (503)390-8327 or call (503)390-9000. OR

Mechanic Needed
For busy independent motorcyle repair and accessories store, small shop, privately owned, good commission, benefits available. Call Dave or Johanna (310)318-5551. CA

Parts Counter
Full time. Experienced only. Hourly wage plus commission, health plan, vacation. Part time also considered. Colin or Shawn - Mountain Motorsports (909)988-8988. CA

Wanted Full Performance BMW Motorcycle Technician
Global Imports is a 32 year old BMW car franchise that has been among the fastest growing motorcycle dealers in the country. We offer an excellent pay and benefit package as well as one of the best riding locations in the country. Please fax or mail resume with salary requirements to Richard at Global Imports BMW, 500 Interstate North Parkway, Atlanta, GA, 30339. Fax (770)952-4810, phone (770)951-1119 ext 254.

Parts Manager/Parts Counter
H-D, Buell, Ducati, Triumph, Bimota, Suzuki dealership looking for someone who knows the industry. Will train the right person for counter sales. Located in Wisconsin between Milwaukee and Green Bay. Willing to help in relocation. Contact Hansen Motorcycles (920)684-0237. WI

A-1 Honda Mechanic Needed
High volume Honda dealer needs a lead mechanic. Year round riding season means no slow winters. Pay will depend on experience. Bring your tools and improve your quality of life in beautiful Arizona. Fax resume to (602)949-8024. Mail to Western Honda, 6717 E. McDowell, Scottsdale, AZ, 85257 or call (602)994-8400. AZ

2 Technician Positions
Hiring 2 experienced full time Kawasaki / Suzuki / Yamaha and P.W.C. Techs. Highest hourly rate paid in Atlanta. Hospitalization and vacation. Plenty of work. Call Bob or Steve (770)941-9050. GA.

Tech/San Luis Obispo, CA
Honda, Kawasaki, Yamaha, Suzuki, Sea-Doo, dealer needs motorcycle technician. Excellent pay, paid vacation, medical and dental. Please contact Brad (805)541-2200 or fax resume (805)541-0187. CA

Kawasaki Technician
Immediate opening for top flight motorcycle mechanic. Can earn up to $50,000. 50/50 straight commission. 40 hour work week, paid vacation. Buena Park. Call Guy or Preston (714)521-2420. CA

Atlanta Sportbikes Unlimited
is looking for a sportbike oriented person and/or mechanic. Previous experience in parts is a plus. Good pay and great work environment with potential for growth. Call (770)509-9660 or fax resume (770)509-7655. GA

Sales**Service**Parts
LA's premiere motorcycle & watercraft dealership is searching for top performers in all departments. You'll have fun and make money too! Benefits and great pay. Contact Mike Byrne (888)262-9561 or visit us at www.hondkawofsm.com. CA

Service Technician
Large multi-line dealer in N. Central Washington is expanding again. Seeking a motivated technician who wants to work all year. We offer a beautiful shop, team atmosphere, competitive wages and incredible country to live and ride in. If this sounds like a great opportunity, it is! For consideration, call John or Joe at (509)665-6686. WA

Parts Person, Phoenix AZ
Large parts and accessory store needs person with parts department experience. ATV's, motorcycles and pwc knowledge. Full time with benefits. Fax resume to (602)582-0257. AZ

Motorcycle Parts Positions
Largest M/C dealership in Northwest has immediate opening. We are growing rapidly and are looking for long term employees. Good work environment, 401K, health, dental, vacation and holiday pay. Pre-employment drug screen required. Beaverton Honda-Yamaha-Seadoo, 10380 SW Cascade Blvd, Tigard, OR (800)929-1044 ask for Shari. OR

Honda Technician
Long established, busy Honda dealership needs full time experienced tech. 5 day work week. Immediate opening, benefits. Glendale, CA. Call Brian (818)246-2461 or fax resume (818)246-4586. CA

Sales/Customer Service
Malcolm Smith Motorsports has a full time mail order/catalog customer service/inside sales position open. European offroad M/C knowledge helpful. Salary plus commission. Benefits. Submit application or send resume by 8/24/98 to: 7563 Indiana Ave, Riverside, CA, 92504, fax (909)687-3819.

Muzzys Motorcycle Painter
Muzzys seeks motorcycle production painter. Applicant needs to be current in spray painting technology and proficient in all areas including, but not limited to, stripping, prep work, and finish painting. Please send resume history to Muzzys, c/o Tanya Hull, at 62910 Peerless Court, Bend, Oregon, 97701.

Sales Opportunities
The Petersen Publishing Co. Motorcycle Group is expanding its sales force! Publisher of Motrocyclist, Motorcycle Cruiser, Sport Rider, MXRacer, & Dirt Rider, Petersen is currently seeking the right candidate for our expanding group. Ideal candidate will be highly motivated & creative self-starter who works well independently. Must have motorcycle industry knowledge/contacts as well as sales and marketing experience. Some travel required. Please send resume with salary history to: Attention:SR/MCG, Human Resources-8th Floor, 6420 Wilshire Blvd., Los Angeles, CA, 90048 or fax (323)782-2467. www.petersenco.com. CA

We Are Growing
The Hitching Post group, 3 growing multi-line dealerships in the Mpls, St. Paul area, is in need of experienced, hardworking people! We are looking for Service Managers, Sales people, Parts and Accessory counter people and Service Technicians. We offer full benefits, good pay programs and a great environment. If you are interested in joining our team, please send your resume to Hopkins Hitching Post, 350 17th Ave N, Hopkins, MN 55343 or fax it to (612) 933-4754, attention Arnie.

PARTS ACCESSORIES. Expanding multiline motorcycle, watercraft dealership, Calif. central coast. Seeking experienced person. Lightspeed helpful - good pay, D.O.E. benefits, insurance. Resume 1239 Monterey Ave., San Luis Obispo, CA, 93401 or call (805)541-2200, ask for Tom. CA

Sales People Wanted
San Diego's largest motorcyle and watercraft dealer needs several proven salespeople who want to make money! Best location in San Diego, lots of traffic, benefits and more. Call Brian Saunders (619)278-6635. CA

Ride The Rockies
Service technicians, full line Japanese, Euro line and watercraft. Top dollar paid. Call Ron, Rocky Mountain Cycle Plaza, Colorado Springs, CO, (719)591-9700.

TECHNICIANS AND PARTS PERSONS wanted. New shop opening in West Los Angeles needs experienced motivated people. We specialize in Japanese and Italian motorcycles along with watercraft and ATV's. (213)939-2370. CA

Customer Service/Sales
The Sales Team at SuperTrapp/Kerker - Performance Exhaust, has immediate positions available. If you enjoy talking motorcycles and being active in the motorcycle industry, this position could be for you. Candidates must work well with others, have solid computer skills (ie. Word, Excel) and an excellent knowledge of motorcycles. Please send resume with salary history to: SuperTrapp/Kerker, Attention: Aaron Olson, 4540 W. 160th Street, Cleveland, Ohio, 44135. (216)265-8400. Email to aaron@supertrapp.com.

Foreign Auto/European Tech
Top pay for consientious technician. Western North Carolina area, Myers Ducati Husqvarna Motorcycle, Asheville, NC (828)274-4271.

POSITION WANTED

Dealership Wanted
Are you a owner considering retirement or exploring new directions? I'm interested in a buy-in opportunity with the right store. Prefer franchised dealer in MidSouth, Southeast or Southwest area. Will keep open mind about other areas pending details. Please call Tom and leave message. All calls returned, held in confidence. (219)256-2018. IN

ENTHUSIAST WITH DEALERSHIP and manufacturer sales experience looking for unique and challenging position. Position should offer flexibility, room for growth and income. I have strong technical background, familiarity with street, offroad H-D, Los Angeles area. Some travel acceptable. Contact N. Gordon (310)204-1754. CA

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Office Building For Sale
7,000 sq. foot office building with view of downtown Long Beach. 100% office, 3 executive offices, 28 secure parking spaces. Vacant and ready to move in. Call (714)751-7433 for more details. CA.

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Colorado's best powersports dealership. Year-round business. Profitable and growing. Projected 1998 sales of $5,000,000. Call Front Range Business, (303)499-6008. CO

GMD Computrack-Boston
is seeking to expand in the Chicago area. Applicants must have an existing business in the motorcycle industry. Joint venture and rental programs are available. Call Peter Kates at (508)270-2655. 10am to 6pm. MA

Travel the Nationals
Make $2,000 to $10,000 per week. Great business opportunity. Free information. Call (800)345-9688 x1030. AZ

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1949 VINCENT HRD RAPIDE, $10,000. 1955 AJS 7R, $10,000. 1986 KTM 500 MXC, $1,000. (805)962-0962 days (805)969-0484 evenings. CA

Husqvarna Parts
1966 through 1971. (949)489-5940. CA

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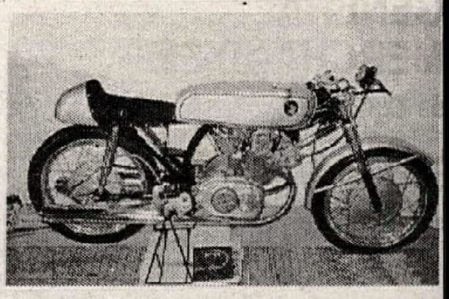
(3) bikes, 75cc, 125cc, 250cc, $800 for all. (937)324-2452. OH

Montessa Original!
1968 orange 360DS. Steve Kirk/Kim Kimball rode this in Baja 500 in 1974/75. $800. (805)248-6252. CA

1973 HONDA CR250 ELSINORE vintage mxer, race ready, extras $650. Scott Burnworth (619)401-1182. CA



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1962 125cc road racer, serious inquiries by principles only. Fax (253)538-7915. WA

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Almost stock, 9,500 street miles, s/n #724. Stored since 1976.Serious only please. $9,950. (810)606-2158. MI

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Collectors item, original everything, perfect for antique runs, $3,900. (714)739-1296. CA

1970 KAWASAKI G31M Centurian restored. $1,700. (806)797-9473. TX

1974 YZ250A: 100% ORIGINAL unrestored, mint condition, warning stickers still on rear fender! Must see. $3,500. (216)486-9075. OH

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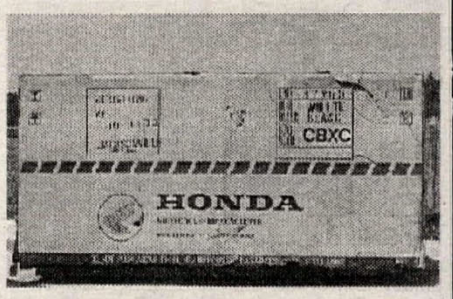
Malcolm Smith's Porsche
1972 911E. All original; excellent condition, 94,000 miles. $10,000. Kent. (909)862-0910. CA

1972 Shell XS750 Star Racer
Dirttracker, fresh motor, new BTE clutch. $4,600. (217)835-6673. IL

74 Yamaha TY250
Everything original, excellent condition, $1,795. (509)527-8875. WA

Vintage 125'S
Honda Elsinore 74, Monarch of Sweden 73, both bikes $1,500. (909)693-0499. CA



New 1982 Honda CBX
Still in factory crate. Has been in dry storage. $9,000. (352)588-3459. FL

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October 3-4, 1998 at Byrd's Campground near Fort Smith, AR. A two day ride in the Ozark National Forest with special tests and grass track MX. (AHRMA rules) Banquet celebrities include Malcolm Smith, Dick Mann, Preston Petty, Chris Carter and many more. Write for entry and information, Leroy Winters, 10303 Hiway 45 South, Fort Smith, AR, 72916 (501)646-1168

PARTS, 74 KTM250, 73CZ400, 72 ? TM400 Suzuki, 91 YZ250 transmission internals, 81 YZ125 forks and front wheel. (509)926-6427. WA

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Over $30,000 worth of new Husqvarna parts. All parts are new, most are late 60's to late 70's. All prices are at dealer cost from 1987 price list. Parts will be sold as a complete package only! For a complete parts list write to: Husky Parts, P. O. Box 96, Gladwin, MI, 48624.

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1,500 careful street miles, never raced. Garage kept, show room clean. $6,999. (318)635-0130. LA

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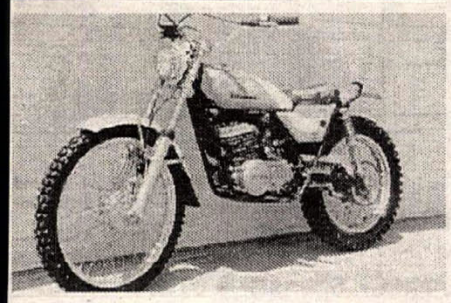

1975 KAWASAKI KT250 trials, easy restoration. $600. (806)797-9473. TX

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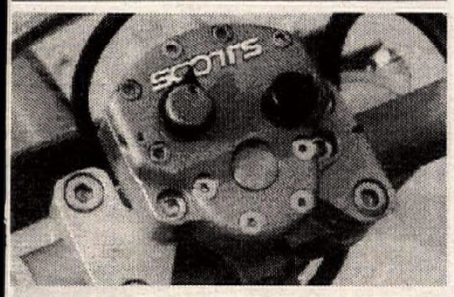

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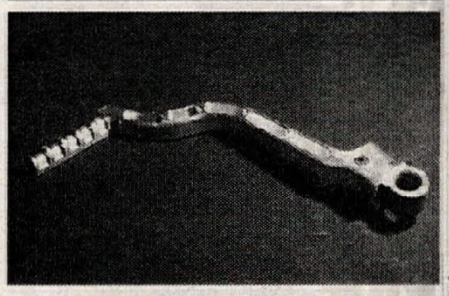

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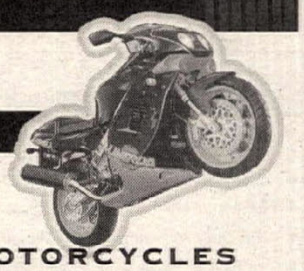

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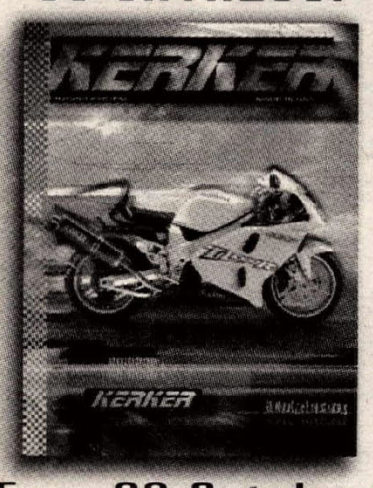

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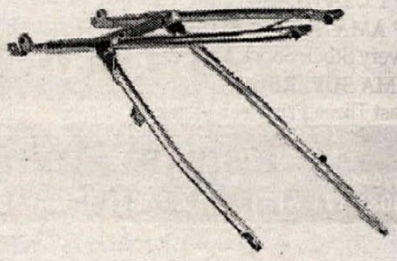

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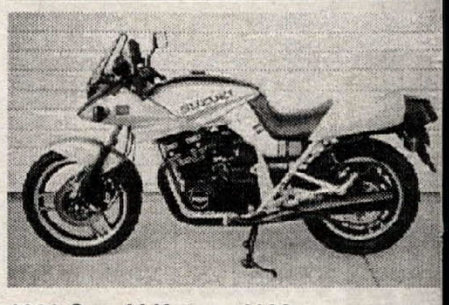

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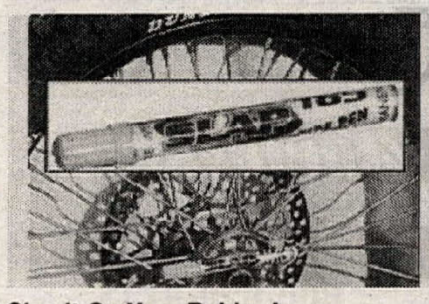

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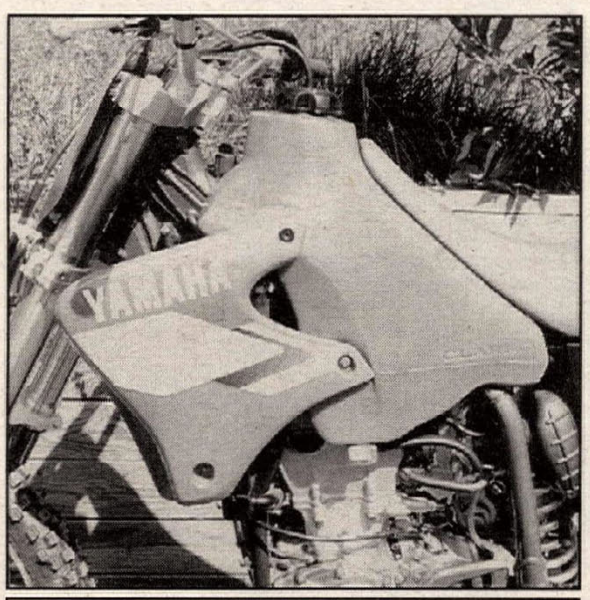

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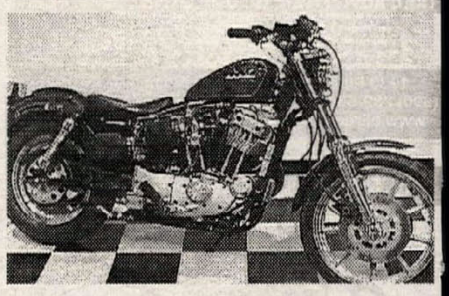

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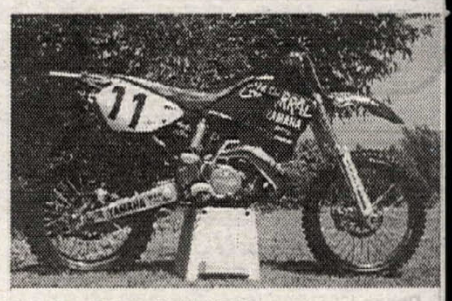

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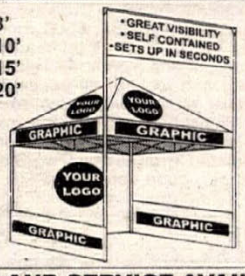

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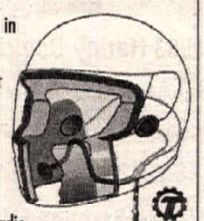

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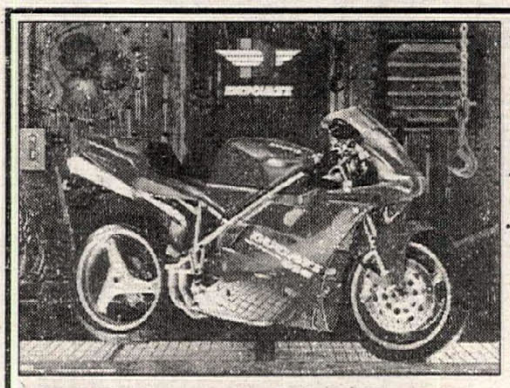

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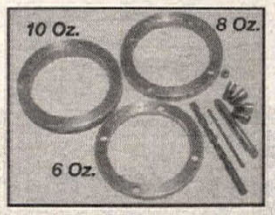

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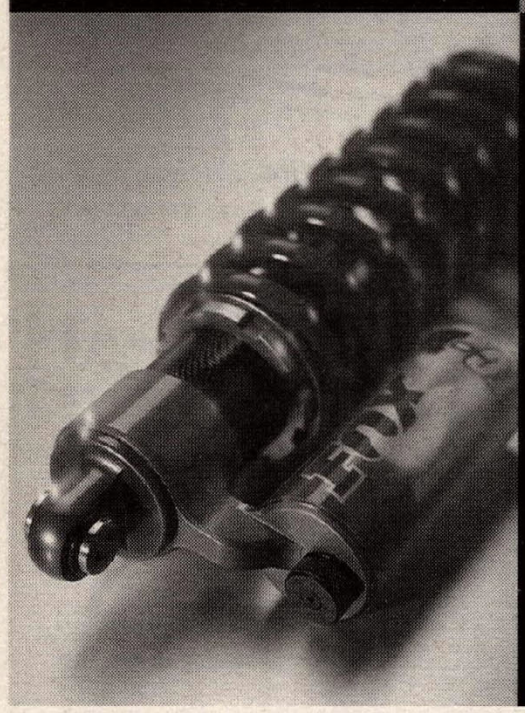

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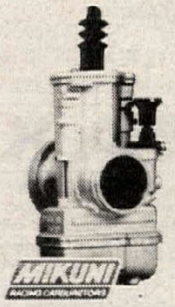

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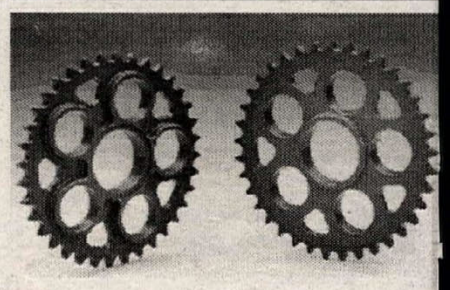

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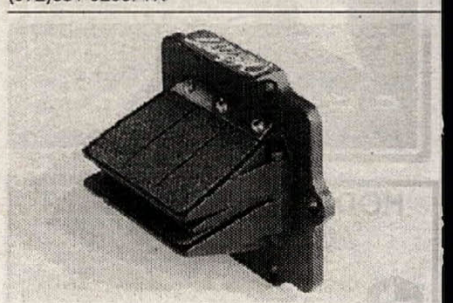

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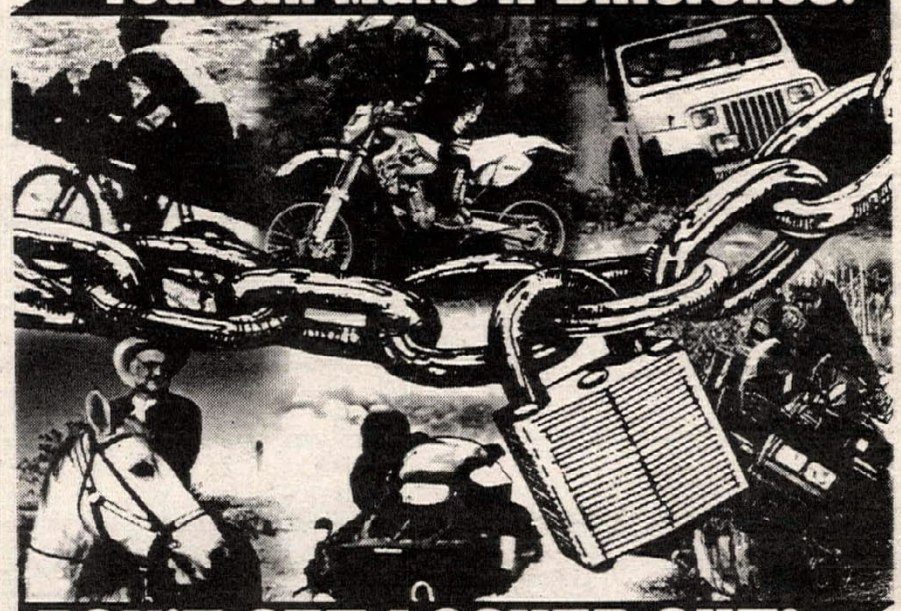

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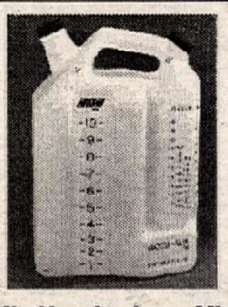

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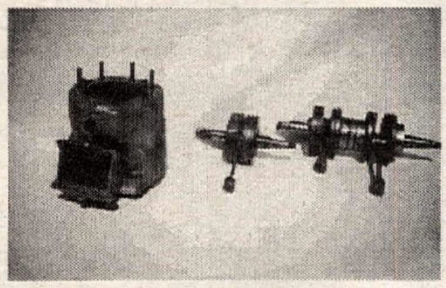

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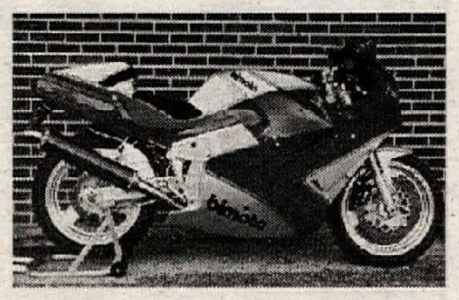

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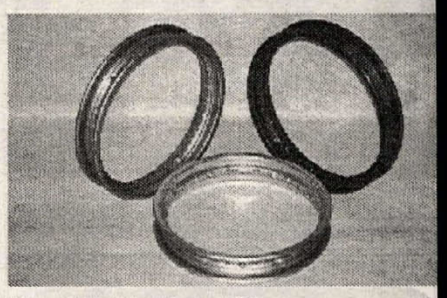

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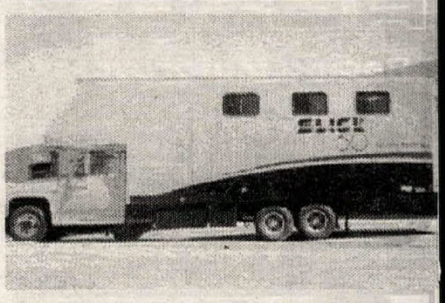

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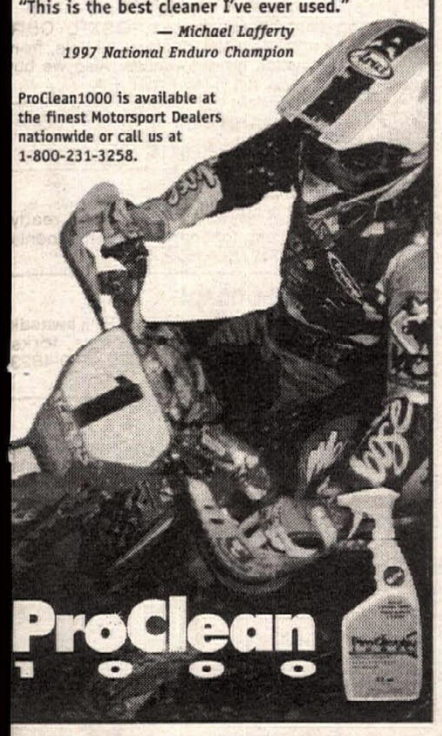

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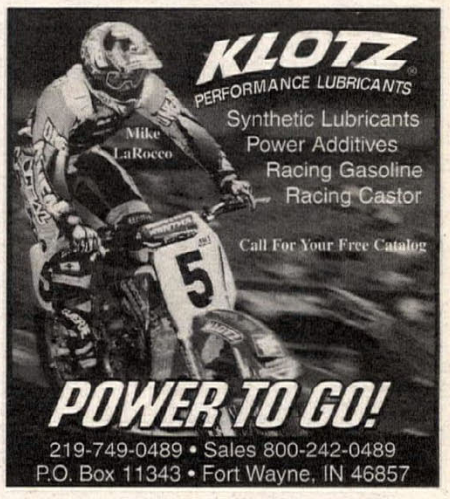

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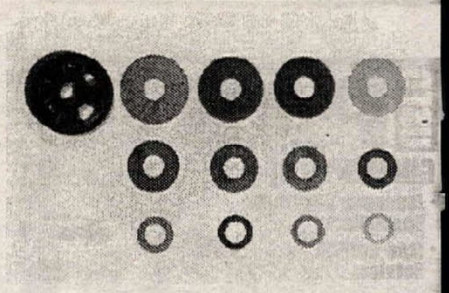

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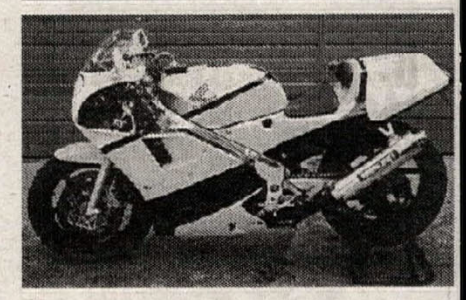

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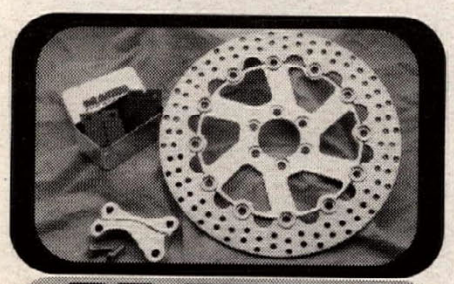

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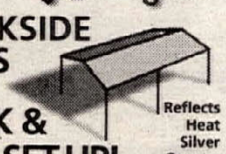

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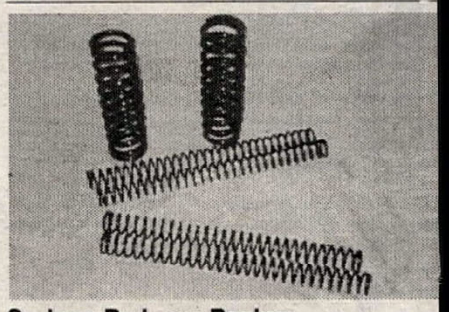

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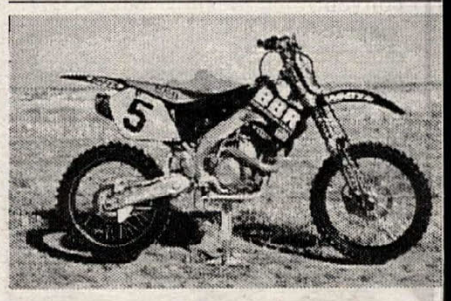

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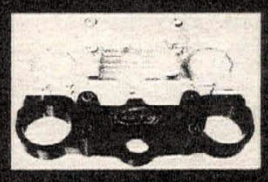
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HOWL
BY DENNIS NOYES

Two of the world's longest-running and most prestigious motorcycle-racing championships - the FIM 500cc Grand Prix Road Racing Championship and the AMA Grand National Dirt Track Championship - are simultaneously considering major rules changes. In both instances the governing bodies know that they cannot afford to make a mistake but, likewise, they cannot rest on the laurels of their present success.

However, after reading Michael Scott's column "In the Paddock" (Issue #29, July 29), in which he suggests that he, and, indeed, the rest of us, have been led by the nose by the mysterious perpetrators of some vast four-stroke conspiracy, I felt myself getting a little paranoid - especially when he suggested some form of collusion between Octagon, the new owners of World Superbike, and CVC, the majority share holders of Dorna, the Spanish company which holds the commercial rights to FIM Grand Prix racing.

I feel my British colleague is voicing sincere concern for the future of Grand Prix racing, but I also fear that he is being spooked by scary shadows on his wall that are really only caused by the winds of change stirring the branches outside his office. Mike, although a few years my junior, will remember the last time racing's status quo was threatened by a change between two-stroke and four-stroke domination. FIM World Championship Grand Prix racing (which began in 1949) survived that change and we'll survive this one - just as AMA Grand National racing over the years (since 1946) has weathered its storms.

When I was living and racing in Spain and England in the late '60s and early '70s, there was a strong anti-two-stroke sentiment among traditionalists. "Bloody two-strokes" were lethal things, apt to seize at any moment, and their nasty chain-saw buzz was considered unspeakably ugly compared to four-stroke thunder. It was also said that two-stroke development was going to elevate costs and that small teams would be driven from the paddock.

Now, just about 30 years later, the suggestion of a change in GP rules is causing a similar, conservative reaction against four-strokes.

The powers that regulate Grand Prix racing - the FIM, Dorna, IRTA and the GPMA - are responding to requests from the motorcycle manufacturers themselves to study the alternatives. The business of Grand Prix racing is in the hands of the above-mentioned organizations, which have good reason to be aware of the sacred trust that they hold in the name of racing fans. Ultimately it is spectators coming through the gates, turning on the TV and buying the bikes and merchandise that keeps the racers racing.

The AMA's Project 2000 initiative and the FIM's fledgling 500cc four-stroke proposal (for the moment still at the GPMA committee stage) have a lot in common. Both Grand Prix racing (on a global scale) and Grand National Dirt Track racing (on a national scale) are working to get the industry on board in order to ensure a successful future. Right now, Honda has a stranglehold on 500cc Grand Prix racing, as does Harley-Davidson in Grand National racing. Both Honda and Harley, in their respective areas of domination, are encouraging changes that will bring more manufacturers into play.

This is based more on good business sense than on altruistic motives. It is a rule of business that anytime you find yourself increasing your share of a decreasing market, you are, in effect, beginning to circle a drain. There may have been a time when Honda thought it was good to own the entire front row and to take the top 10 places in a race. And there certainly was a time when Harley had undue influence over the AMA's Grand National rules - but both now seem to realize that to truly win, you have to do more than just beat privateers with factory riders.

It may be that the AMA will decide that the move to implement a change toward 1000cc production engines needs to be postponed for a year or so to allow for a transition period - with existing XR750s running against the development Project 2000 machines like the already very promising F&S TL1000 Suzuki or the Landes VTR1000 Honda or 1000cc Harleys (like the ones being developed by Pat Maroney, Gary Stolzenburg and others).

It may be that the FIM will introduce a transition period with GPMA member factories competing with large-capacity four-stroke development bikes against existing two-stroke 500s in the year 2001.

If Project 2000 bikes can beat the old warhorse XR750 Harleys, and if there are enough P-2000 bikes to keep the racing close, the AMA will be able to impose the change without putting the Grand National structure (promoters, teams, riders, factories) at risk. Likewise, if large-capacity four-stroke development bikes can beat Honda's old warhorse, the NSR500, and if there are enough big four-strokes and teams financially capable of running them, the FIM will be able to make the big change in Grand Prix racing. (It should be remembered, in spite of all the talk about the power of the GPMA, IRTA and Dorna, that the ultimate power in Grand Prix racing still rests with the FIM.)

Here in America, I think we all understand where the AMA is coming from in attempts to introduce changes in Grand National Dirt Track racing. The AMA Grand National Championship is a part of our American motorcycle-racing heritage, and all of us who love dirt-track racing realize that we cannot expect the factory Harley-Davidson XR750, first presented at the Houston Show of 1970, to carry us for another 30 years. But some Grand Prix journalists and fans seem suspicious and even frightened of the idea of leaving the two-stroke engine behind - even when the manufacturers are openly saying that the two-stroke no longer makes much commercial sense.

Remember, 30 years ago virtually all GP racing was four-stroke racing. Two-strokes first achieved success at the GP level in the smaller classes, but didn't take the 500cc title until Giacomo Agostini, on a four-cylinder Yamaha, eventually beat his former teammate, Phil Read, and his former employers, MV Agusta, in 1975.

But, like the Ghost Dances, there was a brief but doomed revival of the most fearsome of the old four-stroke tribes. Honda had won all five manufacturers' titles in 1966 with a twin-cylinder 50, a five-cylinder 125, six-cylinder 250 and 350 machines, and a four-cylinder 500. (Agostini had won the 500 rider's title on an MV, but Honda outscored MV in the manufacturer standings.) In 1979, Honda went on the warpath with a four-stroke... the Quixotesque machine, known as the NR500, the infamous Never Ready Honda.

The bike never scored a point and, in fact, the only rider to ever give its designers a moment's pleasure was Freddie Spencer, who earned eternal Honda gratitude by beating Kenny Roberts (on a Yamaha) and Randy Mamola (on a Suzuki) in a qualifying heat for the Laguna Seca 500 International of 1981. It blew up in the race, but Freddie was given a second NR ride at the British GP at Silverstone that same season. He was running fifth at about one-third distance when the Honda puked its expensive guts yet again.

After that, Honda engineers finally agreed they were beating a dead horse. The NR would, in fact, Never be Ready - Honda had announced prior to launching the NR in 1979 that they would never build a two-stroke 500.

Never finally came in 1982 when they fielded a three-cylinder two-stroke 500, ridden by Spencer to two wins and third place in the championship. The next season he won the title that no Honda rider had ever taken when he defeated Kenny Roberts (on a Yamaha) by just two points after 12 races.

The only fly in the ointment was that they had done it with a two-stroke. It is suggested that the driving force behind a move to four-strokes in GP racing comes from Honda, who, by winning the "500" title with a larger-capacity four-stroke, could achieve their final GP objective. The fact that the first industry spokesman to speak openly of the move was from Yamaha, and that Honda has remained officially cool to the idea, only confirms my hunch that the prime mover in all this is really Honda.

The notion, however, that somehow Octagon and CVC are conspiring to bring about this change for, as Mike ominously suggests, "reasons that have nothing to do with motorcycles or sport," seems far-fetched.

Missing from this Dallas multiple-shooters conspiracy theory is the hand of Bernie Ecclestone. Until someone contrives a way to bring Bernie into this mix, the best I can do is close with a silly conspiracy theory of my own.

Here goes: Neither Dorna, nor the GPMA, nor Sito Pons, nor Octagon and CVC, combined in connivance, are attending moonlight meetings, safe from CIA satellite cameras, at Libyan training camps where the conspirators plot to bring back the four-stroke.

The whole thing, I fear, may be even more devious. Perhaps all us God-fearing journalists have been led by the nose into a vast conspiracy to restore Sidecar racing to World Championship status via the reintroduction of the four-stroke engine. This BMW-inspired plot, eventually involving super-charging, is intended to bring the reunited Germany back to its state of prewar racing superiority - all cleverly launched through reverse psychology by Henny Ray Abrams' "Chicanery" column in Issue #26 of *Cycle News*, outraging sidecar fans and preparing the stage for the return of the chairs. (Henny was probably unwittingly led by the nose by blind men through a fishy house, or whatever it is that Michael Scott said is being done to him.)

No, I think that just as the AMA is seeking to make the right move at the right time for the good of the Grand Nationals, the FIM and its commercial partners are acting because it has become clear that the two-stroke racing engine has fallen from favor with the very Japanese who made it all-conquering. The mooted move to four-stroke power is simply an old idea whose time has come back around and (to paraphrase William Butler Yeats, or Aaron Yates, or somebody) is lurching on toward Bethlehem or Geneva or Hammamatsu, there to be born again. CN

LOOKING BACK...

30 YEARS AGO...
SEPTEMBER 5, 1968

The Muskegon National Championship Hillclimb was featured on the cover of *Cycle News* 30 years ago. **Earl Bowlby** was the day's big winner and was rewarded with $4000... **DeWayne Keeter** put the skids to **Mel Lacher**'s half mile win streak at Ascot Park in California... For the second year in a row, **Mike Patrick** raced to victory at the Nevada State Championship Hare Scrambles, held near Las Vegas... **Dave Scott** edged out **Steve McLaughlin** to win the 250cc GP class at an AFM road race meet in Orange County, California... A TT race was held in Tijuana, Mexico, and Yamaha rider **Roy Spiker** topped **R.W. Ring** for the 250cc Expert-class win... **Sammy Tanner** topped the A class at Trojan Speedway in South Gate, California.

20 YEARS AGO...
AUGUST 23, 1978

Pocono Cycle Jam road race winner **Mike Baldwin** graced the cover of *Cycle News* 20 years ago. Baldwin topped **Gene Romero** in the GNC/Camel Pro Series 27-lap final at the Pocono International Speedway course... In St. Joseph, Missouri, at Agency Motocross, **Broc Glover** clinched his second 125cc National MX Championship with a pair of wins. In the 500cc class, a Yamaha-mounted **Rex Staten** carded the overall with a 2-1 tally... **Don Vesco** failed in his attempt to break his own land speed record at the Bonneville Salt Flats in Utah. Vesco could only squeeze 274 mph out of his Kawasaki-powered streamliner. He was hoping to surpass 303.812 mph...

10 YEARS AGO...
AUGUST 17, 1988

Mike Harth of Team Suzuki was featured on the cover 10 years ago. Harth, along with team members **Wes Cooley**, **Jamie James** and **Russell Paulk**, won the Nelson 24-Hour WERA National Endurance Road Race in Ohio... **Bubba Shobert** won the AMA Camel Pro/Superbike Series round at the Mid-Ohio Sports Car Course in Lexington, Ohio. **John Kocinski** won the 250cc GP at Mid-Ohio, while **Doug Polen** topped the 600cc Supersport class... In San Marino, American **Billy Liles** shined above all others at the World Championship 500cc MX. Liles went 1-3... *Cycle News* published the first photos of the all-new Suzuki RM motocrossers. CN

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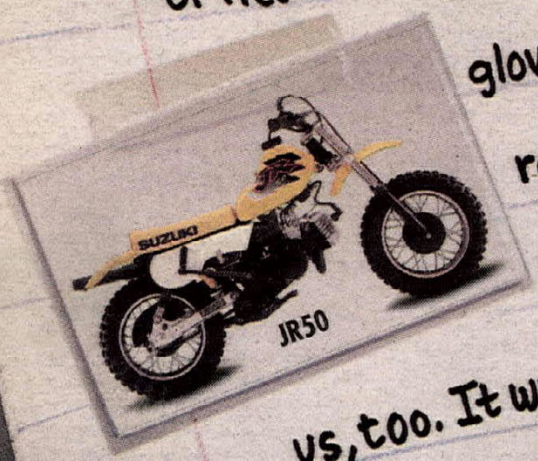

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